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**UPPER MISSISSIPPI RIVER-ILLINOIS WATERWAY SYSTEM  
NAVIGATION STUDY  
PUBLIC INFORMATION MEETINGS**

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**CONTENT ANALYSIS REPORT**

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**January 1995**

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PUBLIC INFORMATION MEETINGS**

**CONTENT ANALYSIS REPORT**

by

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# **UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY PUBLIC INFORMATION MEETINGS CONTENT ANALYSIS**

## **INTRODUCTION**

Through a cooperative effort of the St. Louis, Rock Island, and St. Paul Districts, the Army Corps of Engineers in November 1994 held a series of eight public information meetings for the Upper Mississippi River-Illinois Waterway System Navigation Study (UMR-IWWS). The meetings were held in St. Louis, Missouri; Peoria and Chicago, Illinois; Davenport, Dubuque, and Des Moines, Iowa; La Crosse, Wisconsin, and St. Paul, Minnesota. The meeting locations were selected to provide the greatest accessibility to interested parties in the study area. The meeting dates were chosen to allow completion of harvesting activities for agricultural interests but still precede adverse winter weather conditions, particularly relevant for the northern extent of the study area.

The public was informed of the meetings through several different communication avenues. Media kits were distributed to broadcast and print media in the study area, and meeting announcements were highlighted in the study newsletter. In addition, the study's toll-free 1-800 telephone number provided details of the meetings as well as other information about the study.

## **OBJECTIVES OF THE MEETING SERIES**

The meetings were intended to accomplish several objectives simultaneously. First, the meetings were designed to provide the public with information about the UMR-IWWS feasibility study and solicit their participation in the planning process. Second, through the series the Corps was able to communicate the results of the study's problem identification efforts and chart the future direction of plan formulation activities. Third, the meetings served as a barometer of current issues and concerns about these waterways and allowed diverse interested parties to be contacted and given an opportunity to express their views. Finally, the public comments expressed at the meetings will be used as part of the scoping process for the study's conformance with the National Environmental Policy Act (NEPA).

## **PURPOSE OF THIS DOCUMENT**

The purpose of this document is to follow-up the meetings with an analysis of the communication that occurred at the meetings between the Corps and the diverse publics. Three

main purposes underlie this effort. First, by identifying broad themes in the public's queries and concerns, the Corps can better tailor its future communication with the public, responding to recurrent questions and clarifying any common misconceptions. Second, the public's specific comments and questions can be included in the plan formulation process. Third, the analysis of each meeting and the series as a whole allows identification of different issues and interest groups along the length of these waterways and throughout the study area.

Each meeting was recorded by a professional stenographer, and formal transcripts have been prepared. This document will therefore not recount the dialogues at each meeting. That is the function of the transcripts. Rather, this content analysis will distill the major questions and concerns at each meeting and describe the dominant tones and themes.

## **PROFILE OF THE MEETING SERIES**

The dates, times, and locations of the meetings are contained in Table 1. All of the meetings began at 7:00 p.m., except the Chicago meeting which started at 4:00 in the afternoon. Most of the meetings concluded within the three-hour target duration, but the La Crosse and Des Moines meetings both lasted over five hours due to the large number of oral statements and written questions.

The agenda for the meeting series is contained in Table 2. Each of the meetings had the exact same four-part format: (1) a brief slide presentation by each of the UMR-IWWS study technical managers, (2) oral statements by members of the public, (3) written questions submitted by the public on their registration form, and (4) an open question and answer session. This sequence of sessions was designed to allow effective two-way communication between the Corps and the publics. The Corps technical presentations were limited to approximately forty minutes, with the remainder of the meeting devoted to different forms of public participation. In addition, the course of events within each session were carefully scripted and were integrated with the technical presentations with the help of a public involvement contractor.

Upon arrival, members of the public were asked to register. The meeting registration form, a sample of which is contained in Appendix A, indicated to members of the public that the oral statements would be limited to five minutes each and outlined how written statements could be submitted to the meeting record. The registration form was also designed to allow the public to submit written questions to the Corps technical managers. These forms were also intended to (1) build the study mailing list, (2) identify the nature of the registrants' interest in the study, and (3) determine how they were notified of the meetings.

Prior to departure, members of the audience were also asked to complete a meeting evaluation form. A sample of this form is contained in Appendix B. In it the public was asked a series of multiple-choice questions, and additional comments were solicited.

In most cases the meetings were opened by a brief welcome by the local District Engineer: Col. Suerman at the St. Louis meeting and Col. Cox at the Peoria, Chicago, Davenport, Dubuque, and Des Moines meetings. This was followed by the Corps technical

**TABLE 1**  
**MEETING DATES, TIMES, AND LOCATIONS**

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**November 7**

St. Louis, Missouri                      7:00-10:00 PM  
St. Louis Airport Hilton

**November 8**

Peoria, Illinois                      7:00-10:00 PM  
Pere Marquette Hotel

**November 9**

Chicago, Illinois                      4:00-7:00 PM  
Bismark Hotel

**November 10**

Davenport, Iowa                      7:00-10:00 PM  
The River Center

**November 14**

South St. Paul, Minnesota              7:00-10:00 PM  
Drovers Holiday Inn

**November 15**

LaCrosse, Wisconsin                      7:00-10:00 PM  
La Crosse Holiday Inn

**November 16**

Dubuque, Iowa                      7:00-10:00 PM  
Best Western Midway Hotel

**November 17**

Des Moines, Iowa                      7:00-10:00 PM  
Best Western International

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## TABLE 2 MEETING AGENDAS

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**WELCOME** 7:00 P.M. (Chicago 4:00 P.M.)

### **INTRODUCTION**

#### **CORPS OF ENGINEERS DESCRIPTION OF STUDY ACTIVITIES**

- Study Management Activities
- Economic Activities
- Environmental Activities
- Engineering Activities
- Public Involvement Activities

(Approximately 30-40 minutes)

\*\*\*\*\*

#### **PUBLIC ORAL STATEMENTS**

- Statements were limited to five minutes per person to accommodate all who desired an opportunity to speak.
- Statements were made in the order in which requests were received at the registration desk.
- Individuals were asked to come to the podium to make their statements.

(Approximately 60-80 minutes)

\*\*\*\*\*

#### **QUESTIONS AND ANSWERS**

- Written questions, submitted on the registration forms, were read aloud and addressed by the appropriate panelist.
- Oral questions were taken from the audience.

(Approximately 50-60 minutes)

\*\*\*\*\*

### **MEETING EVALUATION**

**CLOSURE** 10:00 P.M. (Chicago 7:00)

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presentations, which were identical from meeting to meeting. The study activities were presented by the following Corps technical managers (TMs) or their alternates:

<u>Technical Area</u>	<u>Corps Presenters</u>	<u>Meetings Covered</u>
Study Management	Teresa Kirkeeng-Kincaid (TM)	All
Economics	Don Sweeney (TM)	All
Environmental	Michael Cockerill (TM)	Peoria, Chicago
	Ken Barr	All others
Engineering	Bob Hughey (TM)	St. Louis, Peoria, Chicago, Davenport
	Denny Lundberg	St. Paul, La Crosse, Dubuque, Des Moines
Public Involvement	Kevin Bluhm (TM)	All

## **PUBLIC PARTICIPATION**

The effectiveness of the series of public information meetings can be assessed from many perspectives. The best approach to evaluating the quality of public involvement in these meetings is to combine a quantitative and qualitative assessment of each meetings. Public participation in the meetings can be measured quantitatively through a series of indicators of attendance, participation, interests represented, and to a lesser extent, the way in which those in attendance were notified about the meetings. These indicators for this series of meetings are presented below. In the subsequent section, the qualitative analysis of the meetings will be discussed in detail.

### **Attendance**

The attendance at the UMR-IWWS public information meetings are presented in Table 3. The total attendance at the eight meetings was 740 persons, with a mean of 92.5 persons per meeting. This attendance estimate is probably an understatement, since some individuals circumvented the registration process at the two meetings which drew the largest audiences, La Crosse and Dubuque. The meeting with the greatest attendance was Dubuque with 247 persons. The La Crosse meeting was second with 215 in attendance. Chicago was at the other end of the spectrum with only 13 persons in attendance.

### **Participation**

The degree of public participation in the meetings is also illustrated in Table 3. There were 125 oral statements made by the public during the series, with a mean of 15.5 per meeting. At the La Crosse meeting 41 such statements were made, which at five minutes per statement helps explain why this meeting lasted more than five hours. Chicago had the fewest number of

**TABLE 3**  
**MEETING ATTENDANCE AND PARTICIPATION**

	<b>Registrants</b>	<b>Oral Statements</b>	<b>Written Questions</b>	<b>Written Statements</b>	<b>Oral Questions</b>
St.Louis	34	8	10	2	67
Peoria	33	9	25	2	36
Chicago	13	5	9	3	4
Davenport	83	10	36	4	31
S.St.Paul	89	11	32	4	42
LaCrosse	215	41	121	5	30
Dubuque	247	26	102	3	40
Des Moines	26	14	5	7	30
<b>Totals</b>	<b>740</b>	<b>124</b>	<b>340</b>	<b>30 *</b>	<b>280</b>

\* An additional 58 were submitted after the meetings.

oral statements, but a high rate of participation (38 percent), since five of the 13 persons in attendance made oral statements.

As shown in Table 3 there were 340 written questions submitted during the meeting series, an average of 43 per meeting. The La Crosse and Dubuque meetings, together with 223 questions, account for 66 percent of this type of participation.

In the meeting series 30 written statements were submitted during the meetings. Many of these were written copies of oral statements presented by the public. As indicated on the sample registration form (Appendix B), the public has at least one month (until December 18) to submit a written statement into the meeting record. During that period, an additional 58 written statements were submitted.

Also shown in Table 3 is the approximate number of oral questions asked during the open question and answer sessions of the meetings. At least 280 such questions were directed to the Corps panelists. The exact number of questions is indeterminable, since many questions were rhetorical, and several questions were frequently required to explain the nature of an individual's concerns about the study.



## Interests Represented

Table 4 presents the interests of the members of the public who attended the meetings. These data were collected using the registration forms (see Appendix B). The interest categories correspond to the structure of the study database of interested parties. Many persons indicated more than one category of interest in the study, with 1049 responses from 740 persons in attendance. The representation of different interests varied widely from meeting to meeting, indicating the distinct characters of local interests in the study and commercial navigation on these waterways. It is important to recognize that two meetings, Dubuque and La Crosse, account for 462 (62 percent) of the total attendance and could therefore skew the percentages of the meeting series. To avoid misinterpretation of the data, the interests represented at the meeting series (inferred by the percentages of total responses) should only be considered in conjunction with the interest profiles of the individual meetings.

The highest interest representation at the meeting series was recreational with 298 responses, 28 percent of the total interest responses. Recreation interests ranged from none in Chicago to 10 percent in St. Louis to 36 percent in Dubuque. Dubuque and La Crosse together supplied 233 recreational responses, 53 percent of the total.

The second highest interest category represented at the meeting series was environmental with 210 responses, 20 percent of the total. Environmental interest ranged from 11 percent in Davenport to 23 percent in Peoria and Dubuque.

The third and fourth highest interest categories were agriculture and waterborne commerce with 10 percent and 8 percent of the total responses, respectively. The greatest waterborne commerce representation was at the St. Louis meeting (22 percent), and the largest agriculture interest was at the Davenport meeting (17 percent).

The mix of interests represented at the specific meetings varied widely. From Table 4 the following inferences can be drawn about the interests represented at the individual meetings and, consequently, the character of local interest in the study and the subject waterways.

<u>Meeting</u>	<u>Primary Interests Represented</u>
St. Louis	Waterborne commerce (22%), environmental (20%)
Peoria	Environmental (23%), waterborne commerce (18%), and recreation (16%)
Chicago	Waterborne commerce (17%), other business (17%), and agriculture (17%)
Davenport	Recreation (28%), agriculture 17%), and waterborne commerce (14%)
S. St. Paul	Recreation (20%), agriculture (16%), and waterborne commerce (15%)
La Crosse	Recreation (31%), environmental (20%)
Dubuque	Recreation (36%), environmental (23%)
Des Moines	Environmental (21%)

TABLE 4  
STUDY INTEREST CATEGORY

Interest Category	St Louis		Peoria		Chicago		Davenport		S. St. Paul		La Crosse		Dubuque		Des Moines		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Waterborne Commerce	9	22	8	18	4	17	14	14	17	15	15	5	16	4	1	3	84	8
Other Business/Industry	2	5	1	2	4	17	7	7	1	1	5	2	16	4	2	5	38	4
Environmental	8	20	10	23	4	17	11	11	18	16	58	20	93	23	8	21	210	20
Agriculture	1	2	7	16	1	4	17	17	4	4	21	7	51	13	4	11	106	10
Media	2	5	1	2	1	4	6	6	1	1	5	2	8	2			24	2
Federal (Congressional)					1	4	1	1	1	1	5	2	4	1	1	3	13	1
Federal (all other)	3	7	1	2	4	17			12	11	16	5	6	2			42	4
State Government	3	7	2	5	1	4	6	6	11	10	14	5	11	3	3	8	51	5
City/County Government	1	2	1	2	1	4	2	2	3	3	8	3	15	4		0	31	3
Regional Planning	2	5	4	9	2	9	3	3	4	4	14	5	14	4	1	3	44	4
Recreation	4	10	7	16			28	28	23	20	89	31	144	36	3	8	298	28
No Particular Affiliation	3	7	2	5			5	5	17	15	25	9	13	3	2	5	67	6
Other, specify																		
Education	1	2					1	1			2	1	4	1	3	8	11	1
Taxpayer	1	2							1	1	5	2			4	11	11	1
All aspects	1	2							1	1	2	1			6	16	10	1
Live along M.R.											7	2	2	1			9	1
# Responses	41	100	44	100	23	100	101	100	114	100	291	100	397	100	38	100	1049	100

## **Meeting Announcements**

Table 5 indicates the responses of registrants regarding how they were notified of the UMR-IWWS public information meetings. This information was also collected via the registration form (see Appendix B). Some respondents indicated that they were notified of the meetings in more than one way; there were 844 responses from 740 registrants. The most common response regarding notification was through the media with 380 persons responding affirmatively, 45 percent of the total responses. At least one-half of the registrants at the La Crosse, Dubuque, and Peoria meetings were notified through local media announcements of the meetings. This was in sharp contrast to the Chicago and South St. Paul meetings, where less than one-quarter indicated media notification.

The data in Table 5 can be very useful in this study's future public involvement efforts. The responses indicate that 16 percent of the series registrants were notified of the meeting via the study newsletter. This avenue of alerting the public to study events will become more important over time given the ongoing effort to supplement the database of interested parties with the meeting registration forms and commercial socio-economic databases. Of the 740 registrants, none indicated that they had been notified of the meetings via the study's toll-free 1-800 telephone number. The expanded mailing list may enhance the effectiveness of this public information tool by widening the circulation of the study newsletters, each of which contains multiple references to this number.

From meeting to meeting, significant variation was found in the responses regarding meeting notification. For example, at the St. Louis meeting 41 percent of the respondents indicated that they had been notified of the meeting through the study newsletter, but at the Dubuque meeting only 8 percent indicated that they had been notified through this means. It may prove worthwhile for individuals intimately familiar with these locales within the study area to scrutinize the database of interested parties to ensure that all media and relevant interests groups have been included. Perhaps the specific geographic subgroups within the database (e.g., counties) could be reviewed for completeness by Corps personnel at the field offices or lock and dam sites.

## **CONTENT ANALYSES**

The following content analyses for the UMR-IWWS public information meetings outline the course of each meeting and the series as a whole. The meetings will be discussed in their chronological sequence.

The focus of this content analysis is on the degree to which the public is informed about the study as well as their concerns and interests. The Corps technical presentations were the same throughout the series. As indicated in Appendix C, brief (5-10 minutes) slide presentations were made by the study TMs in the following sequence of study technical areas: study management, economics, environmental, engineering, and public involvement.

TABLE 5  
MEETING ANNOUNCEMENT

Heard about meeting through...	St Louis Responses # %	Peoria Responses # %	Chicago Responses # %	Davenport Responses # %	S. St. Paul Responses # %	La Crosse Responses # %	Dubuque Responses # %	Des Moines Responses # %	Total Responses # %
Study Newsletter	13 41	10 31	8 25	20 23	20 25	34 13	25 8	3 14	133 16
Other Newsletter	5 16	3 9	2 6	16 19	28 35	37 14	44 14	4 19	139 16
Media (Broadcast/Print)	9 28	16 50		32 37	17 22	142 54	158 50	6 29	380 45
Study 1-800 Phone #									0 0
Friend	3 9	2 6	2 6	11 13	9 11	45 17	82 26	4 19	158 19
Other, specify									
MARC 2000	2 6								2 0
Work			2 6		3 4	3 1	2 1	3 14	13 2
Press release				1 1	1 1		1 0		3 0
Club/assoc.				5 6	1 1	4 2	3 1		13 0
Study committee				1 1				1 5	2 0
# Responses	32 100	32 100	14 44	86 100	79 100	265 100	315 100	21 100	844 100

The content analyses will focus on the public's oral statements and the dialogues between the Corps panelists and the public during the written and open question and answer sessions. Each meeting will be profiled using the following analytical template. First, general observations about the audience and the atmosphere will be made. Second, the public's oral statements will be described. Third, the written questions will be summarized (with a full compilation of written questions contained in Appendix D). Fourth, the oral questions asked during the meetings will be evaluated. Fifth, the written statements will be summarized (with a full compilation in Appendix E). Finally, any additional comments offered on the evaluation forms will be analyzed (with a full compilation in Appendix F).

## **St. Louis Meeting**

### ***General Observations***

The St. Louis meeting was the first meeting of the series. Many of the issues and concerns raised in St. Louis were echoed in subsequent public meetings. It was also one of the smaller meetings with 34 persons in attendance. As in most of the other meetings, the proceedings were orderly, and the public seemed appreciative of the opportunity to learn more about the UMR-IWWS navigation study, express their concerns and views, and interact with study technical managers. Waterborne commerce and environmental interests were well represented in terms of attendance and participation in the various sessions of this meeting. The relatively high attendance of waterborne commerce interests is not surprising, as St. Louis has a large port community.

### ***Oral Statements***

The eight public statements spanned a diversity of interests. Two of the speakers were unambiguously in support of the project. The president of the Midwest Area River Coalition (MARC 2000) strongly supported the study. He cited the importance of commercial navigation to the regional and national economy and the increasing delays being experienced by barge traffic on these waterways. He recognized the need to address other issues along these waterways but emphasized that the UMR-IWWS study is a navigation, not an environmental study. These comments were subsequently supported by a commercial boatman, who described the economic benefits of commercial navigation to the nation and recognized the fuel economy of waterborne commerce relative to other transportation modes.

Five speakers offered their heavily qualified support. They expressed their concerns about the current direction of the UMR-IWWS navigation study. These included representatives of the Audubon Society, Upper Mississippi River Conservation Committee, Missouri Department of Conservation, and the Mississippi River Basin Alliance. All of their concerns were based upon the potential environmental consequences of navigation improvements and increases in navigation traffic. These individuals acknowledged the multiple uses of these waterways but suggested that the UMR-IWWS study needs to better balance the diverse issues by allocating •additional funds and time to supplement the environmental studies. More than one of these

speakers called for inclusion of the additional environmental studies recommended by the Navigation Environmental Coordinating Committee (NECC) and the Plan of Study (POS). These studies are currently under review with Corps higher authority in Washington D.C. Several speakers also called for cumulative environmental studies that would consider the impacts of the existing navigation system and alternative improvements. The current scope of studies is limited to the incremental environmental effects of traffic increases that result from improvements to the navigation system.

One speaker, representing the Sierra Club, indicated his firm opposition to the study in virtually any form. His criticisms of the study, later echoed in many subsequent public meetings by opponents of the study, concerned the:

- Mitigation effort at Lock and Dam (L & D) #26
- Potential contribution of the navigation system to flood damages
- Potential environmental collapse of the Upper Mississippi River ecosystem
- National Academy of Sciences' decision not to join the study
- Removal of the L & Ds should be the baseline scenario, not the existing system

Some of these criticisms were later corrected by the Corps panelists. In many cases the public's criticisms misrepresented the facts. The National Academy of Sciences' (NAS) decision not to join the UMR-IWWS study was one such case. Despite some public statements to the contrary, the Corps did not reject the NAS' participation in the environmental analyses of the UMR-IWWS. The NAS was interested in a comprehensive environmental management study of the Upper Mississippi River that went well beyond the scope of the study authorization or funding. As a result the NAS decided not to participate in the study. At the St. Louis meeting this particular issue arose during the open question and answer session, giving the Corps the opportunity to clarify the misrepresentation. Unfortunately, this particular subject arose at virtually every other meeting through similar misrepresentations by study critics.

### *Written Questions*

In general, the question and answer sessions were a very effective means for the Corps to establish a dialogue with the public. At several of the meetings the assembly was distracted in the early phases of the meeting by late arrivals, but the question and answer sessions allowed the Corps to effectively communicate the goals and scope of the study.

The written questions submitted by the public on their registration form were intended to help gauge the degree to which the public was informed about the study when they arrived at the meeting and to allow individuals to submit questions without addressing the assembly. Many of the questions had previously been addressed in the Corps technical presentations. For example, there were many questions regarding the scope of environmental studies. Even when

these general questions arose repeatedly, the panelists still read the question and often reiterated the details of their presentations.

The written questions submitted at the St. Louis meeting included the following issues:

- Relationship of the UMR-IWWS study with the Corps flood control activities and the findings of the Interagency Floodplain Management Review Committee (1994), the "Galloway Report"
- The physical extent of the study area (include the Missouri River?)
- Amount of study funds dedicated to environmental studies
- Prospect of channel deepening
- The extent of non-structural engineering studies

### *Oral Questions*

The open question and answer session allowed direct communication between the Corps and the public. While the dialogue was often free-flowing, some conclusions can be drawn from this session as well. At the St. Louis meeting there were specific queries about the:

- Costs to the nation of the delays at the L & Ds
- Size of the annual O&M budgets for these waterways
- Annual transportation savings
- Potential of navigation traffic management to reduce congestion
- NECC's recommendation to supplement current environmental studies with \$24 million of additional studies (also recommended in the POS)
- Which agency is responsible for hazardous spills
- Revenue sources of the Inland Waterway Trust Fund and its contents relative to cost sharing requirements of potential improvements
- Hidden agenda by the Corps to justify a project already selected
- Costs of small-scale and large-scale measures

### ***Written Statements***

The two written statements submitted at the time of the meeting were written versions of oral statements delivered by representatives of the Sierra Club and the Mississippi River Basin Alliance.

### ***Additional Comments (Evaluation Form)***

As it was with most of the other public meetings, at the St. Louis meeting the opportunity for the public to make additional comments on the evaluation form was used primarily to react to the study rather than to the meeting. This was not the intended purpose of the opportunity, but the results are nonetheless valuable, perhaps more than anticipated. These comments are summarized below with multiple responses indicated in parentheses:

- Meeting informative (3)
- Desire more written materials (3)
- Study masks Corps hidden agenda (2)
- Presentation too brief (2)
- Need greater access to this study (2)
- Appreciate notification of media
- Shoreline erosion
- Need this study
- Waterborne transportation is more economical
- Timeline of study activities would help

## **Peoria Meeting**

### ***General Observations***

The Peoria meeting was also one of the smaller meetings with 33 in attendance. The representation of environmental and recreational interests was somewhat stronger relative to the St. Louis meeting, and waterborne commerce representation was slightly lower. A different mix of interests and issues is not surprising, since Peoria lies along the Illinois Waterway System rather than the Mississippi River.



### *Oral Statements*

All of the nine speakers at the Peoria meeting can be described as offering their qualified support for the UMR-IWWS study. The speakers expressed their concerns about the current directions of the UMR-IWWS navigation study rather than firmly in support or opposition. One individual was concerned that the economic analysis objectively consider efficiency of the railroads with respect to commercial navigation and expressed dismay at the potential for accidental spills to threaten municipal water supplies. Another individual expressed appreciation for this series of meetings and decried the last meetings as having no opportunity for the public to participate. There was also a speaker, a marina owner, who described the problems experienced by recreational boaters related to the siltation of backwaters along these waterways. This description prompted significant applause from several members of the audience with a similar perspective.

The other speakers, which included representatives of the Upper Mississippi River Conservation Committee, the Audubon Society, the Heartland Resources Council, the Illinois Commercial Fishermen Association focused on supplementing the environmental studies currently planned. A representative of the Upper Mississippi River Conservation Committee, as in the case of the St. Louis meeting expressed the Committee's concerns about the time and funds available for appropriate environmental analyses, which the Committee feels should include the environmental studies outlined in the Plan of Study. An Audubon Society representative also wondered whether an effective traffic management system could negate the need for any physical improvements. In addition to enhancing the environmental studies, a representative of the Heartland Resources Council felt that commercial navigation should pay for the full amount of construction and Operation and Maintenance (O&M) costs. The deterioration of the commercial fishery and the impacts of zebra mussels on the shelling industry were also described by a representative of the Illinois Commercial Fishermen Association.

### *Written Questions*

One of the written questions regarding the UMR-IWWS study was the same as a written question submitted at the St. Louis meeting. This question concerned whether or not channel deepening is under consideration.

There were also other written questions that arose for the first time in the meeting series, many of which were to become recurrent themes. These new questions concerned the:

- Cost of the study
- Potential impacts on railroads of any improvements
- The potential for navigation improvements to stimulate additional traffic
- Whether or not railroads could handle projected transport requirements
- The cost sharing requirements of any recommended projects

- Streambank erosion
- Changes in water level regimes associated with navigation improvements
- Effects of increased navigation on turbidity (sediment resuspension)
- Potential impacts of navigation improvements on the mussel industry
- Changes in pool elevations
- Prevention of streambank erosion

### *Oral Questions*

The oral questions that arose at the Peoria meeting included issues that had arisen at the St. Louis meeting and several concerns that had not been expressed at other meetings. The recurrent themes expressed in Peoria were those regarding the:

- Viability of the Inland Waterway Trust Fund to cost share recommendations
- Annual O&M expenditures for the existing system

New issues and concerns expressed as oral questions at this meeting involved the:

- Study's relationship to flood control studies and the Galloway Report
- Details of cost sharing of potential projects
- Backwater siltation
- Potential depths of improved lock cells
- Zebra mussels as an unexpected effect of the navigation system
- Availability to the public of engineering cost data
- Potential uses of previous studies
- Potential to increase drawbridge delays if navigation traffic increases

### *Written Statements*

Written statements submitted at the time of the Peoria meeting were written versions of oral statements presented by the Upper Mississippi River Conservation Committee and the Heartland Water Resources Council.

### ***Additional Comments (Evaluation Form)***

As in the case of the St. Louis meeting, the Peoria responses to the comment opportunity on the evaluation form primarily regarded the study and not the meetings. The following comments echoed some made at the St. Louis meeting. Multiple responses are indicated in parentheses:

- Need for more written materials about the study (3)
- Economic superiority of waterborne transportation

There were also comments that were new submissions to the meeting series. These comments follow:

- Need to control upland erosion to reduce siltation (2)
- Election day is a poor date for this meeting
- Sedimentation problem should be study focus
- Cut barge subsidies
- Study unnecessary
- Desire more information on small-scale non-structural improvements

### **Chicago Meeting**

#### ***General Observations***

The Chicago meeting was the smallest of the series with only 13 in attendance. Due to the relatively small number of oral statements and questions, this meeting was also of the shortest duration. Despite these indications, this meeting was attended by important agencies and organizations, who offered their input to the planning process.

#### ***Oral Statements***

The five public speakers illustrated the range of support for the UMR-IWWS navigation study. The president of MARC 2000 reiterated that organization's support for the study using similar arguments to those expressed in St. Louis. A representative of the U.S. Department of Transportation (USDOT) indicated that some Great Lakes ports, including Milwaukee, Burns Harbor, and Muskega, had expressed interest in shipping through the Upper Mississippi River. He offered the support of USDOT in estimating potential commodity flows from these ports, but

also stressed that the study needs to develop a comprehensive environmental view that includes all of the transportation alternatives.

In the middle of the spectrum, a representative of the U.S. Fish and Wildlife Service (FWS), indicated that the current environmental studies are insufficient for full NEPA compliance. He referred to a November 1993 memorandum between the five states and FWS that recommended additional environmental studies that would evaluate cumulative impacts of the existing navigation system. He recommended that the Corps complete the Environmental Impact Statement (EIS) for the Melvin Price Lock and Dam (#26) and that the Corps higher authority in Washington release supplemental funds for the recommended environmental studies currently under review.

Firmly opposed to the UMR-IWWS study was a representative of the Sierra Club, who recommended that the Corps suspend the study and redirect its efforts toward environmental restoration. She cited the National Academy of Sciences withdrawal from the study and the unfunded environmental studies recommended in the Plan of Study as additional reasons for cessation of this study. This opposition was echoed by an unaffiliated individual who cited a Los Angeles Times article reporting overestimation of navigation benefits on the inland waterways and recommended that barges pay more to push out marginal operators and reduce congestion for those shippers remaining.

### *Written Questions*

Two of the written questions concerned a local issue: the major rehabilitation of four locks on the IWWS. Other written questions reiterated issues raised during previous meetings, including completing the environmental mitigation at L & D #26 and the need for new dams. New issues that arose during this session were the potential to use cellular construction techniques, the replacement of two or more existing dams with one new dam, and the decision of the NAS decision not to join the study.

### *Oral Questions*

The open question and answer session had very few questions. The most important question that arose asked for an explanation of what is meant by "NEPA scoping."

### *Written Statements*

Two of the written statements submitted at the time of the meeting were written versions of oral statements made by USFWS and the Sierra Club. An additional written statement was submitted by the Upper Mississippi River Conservation Committee. It was essentially the same as oral and written statements presented at previous meetings.

### *Additional Comments (Evaluation Form)*

There was only one response to the opportunity to make additional comments on the evaluation form. It was a recurrent question about which agency is responsible for accidental spills.

## **Davenport Meeting**

### *General Observations*

The Davenport public meeting represented a turning point in the meeting series by attracting more attendance than the three previous meetings combined. Recreational interests were heavily represented with 28 percent of the total attendance. Most of these people seemed to be associated with one of the many anglers' groups present. Like the previous meetings the audience was generally orderly, despite the presence of parties firmly opposed to the study and in many cases, commercial navigation. While some members of the audience were late arrivals, most were seated and attentive during the early phases of the meeting. However, the larger crowd and more vocal opposition to the study produced different social dynamics than previous meetings. When the study was actively criticized, some members of the crowd applauded. This in turn stimulated applause by supporters of the study and those who took intermediate positions whenever their respective viewpoints were communicated via the oral statements or other opportunities to participate.

### *Oral Statements*

While the ten oral statements collectively presented the spectrum of positions regarding the UMR-IWWS navigation study, the bulk of the statements expressed concern about or opposition to the study based on environmental impacts of navigation, specifically the resuspension of sediment and siltation of backwater channels. A representative of the Quad Cities Economic Development Group and a barge industry representative spoke of the importance of commercial navigation to the economy of the Quad Cities and the region and the economic and environmental advantages that waterborne commerce has over competing transportation modes.

A representative of the Upper Mississippi River Flood Control Association requested that the UMR-IWWS study adopt a more balanced approach that can equally weigh the variety of interests in these waterways. The need to realign the study was supported by a representative of the Illinois Department of Natural Resources (DNR) who identified the environmental impacts of dredging activities and navigation traffic, particularly with respect to backwater siltation. The DNR representative also characterized the NECC as unresponsive to inputs from the study area states regarding the scope of the environmental studies and expressed that the study was merely justification of a predetermined agenda of navigation improvements. He did not contest the need for commercial navigation but questioned unlimited navigation expansion at great environmental cost. These intermediate positions were joined by the Upper Mississippi River Conservation

Council, which reiterated its position on the scope of the environmental studies with a similar statement to those made at previous meetings.

There were also several statements expressing firm opposition to the study in virtually any form. Several representatives of anglers' groups decried the impacts of commercial navigation on sport fishing, including fleeting barges restricting access to near-shore waters, siltation of backwater channels, and a general decline in the river fishery. Representatives of the Mississippi River Revival and the Izaak Walton League described the decline of the Upper Mississippi River ecosystem and attacked commercial navigation on these waterways as a waste of taxpayers' money at the expense of the railroads.

### *Written Questions*

Many of the written questions concerned recreational boating or fishing. The siltation of backwaters was the main theme of these questions. However, there were other concerns expressed regarding potential conflicts between recreational and commercial waterway traffic. Questions included locking procedures and other safety issues such as barge lighting.

Other written questions were more familiar. These included questions concerned with the following issues organized by technical area:

- The consideration of new dams
- Annual O&M costs (and costs per barge) of the existing navigation system
- Annual transportation savings of the system
- The study's relationship with the National Academy of Sciences
- Environmental effects of existing navigation system (dredging and traffic)
- Shoreline erosion
- Potential modification of pool level regimes

During the written question and answer session it became apparent that many members of the audience came to speak to Corps representatives about issues other than the study. Some of this reflects a misunderstanding of Corps authority, i.e., riverfront development. However, in other cases it indicates the public's desire for more frequent communication with the Corps about a host of other issues along the river, for example, the floodplain management study and the Galloway Report.

### ***Oral Questions***

In contrast to the written questions, the oral questions did not focus on recreational boating and fishing issues. Many of those parties interested in these issues had departed by the time the open question and answer session had commenced. New issues raised at the Davenport meeting through the oral questions concerned the following issues:

- The need for large tows
- The membership of the NECC
- Whether local and regional benefits are included in the benefit analyses
- The ability of agriculture to continuously increase output when arable land is being lost to other land uses
- The ultimate prospect of a 12 foot channel
- The reservations of the Departments of Natural Resources (DNRs)
- Would railroads generate the same or better returns on O&M expenditures?

Recurrent themes also were raised in the open question and answer session. These include the:

- Potential of a subsidized system to create traffic (self-fulfilling prophesy)
- Accessibility of study planning documents
- Use of previous studies (in this case: the Great River Environmental Action Team)
- National Academy of Science's decision not to participate in the study

### ***Written Statements***

The written statements submitted at the Davenport meeting were written versions of oral statements made by the Upper Mississippi River Conservation Council, the Missouri DNR, and the barge industry representative. The FWS also submitted a written statement that recommend completion of the mitigation at L & D #26, development of a restoration plan for the Upper Mississippi River, and approval of all environmental studies recommended by the Plan of Study.

### *Additional Comments (Evaluation Form)*

The opportunity to make additional comments on the evaluation form elicited 23 responses. Those responses that were similar to comments received at previous meetings will be listed first. As in previous discussions of these comments, multiple responses are shown in parentheses:

#### *Recurrent Issues*

- Meeting informative (6)
- Desire more written materials about the study (4)
- Siltation is highest priority (2)
- Study masks hidden agenda
- Would prefer to submit written questions later in the meeting
- Study is a waste of tax dollars

#### *New Issues*

- Need more environmental studies (5)
- Environmental studies should have cumulative not incremental impact assessment
- Current dredge disposal operations worsen siltation problems
- Should study economic value of recreation on river

### **South St. Paul Meeting**

#### *General Observations*

The South St. Paul meeting was similar in size to the Davenport meeting with 89 in attendance. The Twin Cities area has a sizable port community that has arisen along the Upper Mississippi River. However, this community did not attend the meeting in significant numbers, comprising only 15 percent of the total attendance. There is also a significant environmental and recreational constituency in the Twin Cities area. These interests were present in much greater numbers. Despite the size of the meeting and the diversity of interests there was little applause when the various interests were represented at the meeting by members of the public. Those in attendance were attentive even when the views expressed by members of the public differed from their own.



### *Oral Statements*

There were 11 public oral statements at the South St. Paul meeting. Of these, only one speaker, a representative of the barge industry, was unambiguously in favor of the project. He cited the importance of waterborne commerce to agriculture and the regional economy and identified it as providing safe transport with few emissions relative to alternative modes.

Heavily qualified support was offered by several speakers, including representatives of the Upper Mississippi River Basin Association (UMRBA), Minnesota DNR, the Minnesota-Wisconsin Boundary Area Commission, the River Warren Committee, and the Upper Mississippi River Conservation Council (UMRCC). The UMRBA representative supported the study but expressed concerns regarding the viability of the Inland Waterway Trust Fund, the need for an objective cost-benefit analysis, and the desire to protect the river ecosystem. The Minnesota DNR representative expressed frustration with the Corps due to the inability to supplement the environmental studies. He cited commercial navigation as leading to the imminent collapse of the river ecosystem and indicated that cumulative environmental impact assessments, not incremental, need to be included in the UMR-IWWS study. The Boundary Area Commission representative stressed the importance of multiple uses of the river and suggested that the study needs additional environmental analyses to achieve a balance of interests. The UMRCC reiterated its previous statements regarding the insufficient time and funds reserved for environmental studies and the need to supplement them with studies recommended in the Plan of Study and by the NECC.

Firm opposition to the UMR-IWWS study and commercial navigation was expressed by representatives of an anglers' group, the Sierra Club, Friends of the Mississippi River, as well as an unaffiliated individual. The anglers' group representative decried the loss of the recreational fishery. The Sierra Club representative indicated that the priority should be ecosystem collapse, not navigation system expansion. The Friends of the Mississippi River representative refuted the low cost of waterborne commerce citing a University of Iowa study.

### *Written Questions*

Environmental issues dominated the written questions. Based on the registration forms, many of the written questions seem to have been stimulated by an article on the Upper Mississippi River in the Minnesota Volunteer, the Minnesota DNR magazine. Among the new issues raised at the South St. Paul meeting were those concerned with:

- The use of double-hulled vessels
- Spill clean-up procedures
- The need to include environmental costs in cost analyses
- Water quality studies within environmental analyses
- Waterfowl habitat

- Results of previous series of public meetings for this study
- Regional economic benefit calculations
- The sufficiency of the Inland Waterway Trust Fund
- Impacts on recreational boating

Some of the written questions that were submitted at this meeting had arisen before as written questions. As expected, with each additional meeting the number of new issues relative to recurrent issues declined:

- Cost sharing requirements of any recommended projects
- Shoreline impacts of additional navigation traffic
- The need to study the cumulative effects of the existing navigation system
- Siltation of backwaters

### *Oral Questions*

There were many new issues raised in the open question and answer session. These include the following:

- Whether large scale improvements are being considered in the upper reaches
- Specific studies of threatened and endangered species
- The difficulties with the existing toll-free 1-800 study telephone number
- Implications of the conversion from a riverine to lacustrine ecosystem
- The rate of deterioration of existing navigation facilities
- Studies of terrestrial habitat near-shore
- Increased risks of accidents with increased traffic
- If the Corps does not look at the "Big Picture, " who does?
- Aesthetic impacts of fleeting barges
- Hydropower potential of L & Ds

Recurrent issues that arose at the South St. Paul meeting spanned the following themes:

- The sufficiency of revenues for the Inland Waterway Trust Fund
- Sedimentation of backwaters
- Shoreline erosion analyses
- The relationship with the Galloway Report
- Cost sharing of new construction, major rehabilitation, and ordinary O&M
- Zebra mussels studies within the UMR-IWWS study
- Replacing two or more dams with single, larger dams

#### *Written Statements*

The written statements submitted at the South St. Paul meeting were all written versions of oral statements presented. These include the Minnesota DNR, the UMRCC, and the representative of the barge carrier.

#### *Additional Comments (Evaluation Form)*

The opportunity to make additional comments on the evaluation forms elicited appreciation for the meetings as well as concern about a hidden Corps agenda and the need to have a cumulative impact assessment that would evaluate the impact of the existing navigation system. These comments are summarized below, grouped by new and recurrent issues. Multiple responses are shown in parentheses:

#### *New Issues*

- Baseline condition should be no navigation system, not the existing system
- Better traffic management might eliminate the problem
- Liked recycling of meeting materials
- Felt meeting folders were wasteful
- Desire information on subsidies of different transport modes

#### *Recurrent Themes*

- Study outcomes predetermined/hidden agenda (5)

- Good meeting (4)
- Need cumulative impact assessment (4)
- Meeting format: need open comment period
- Study not warranted

## La Crosse Meeting

### *General Observations*

Attendance at the La Crosse meeting greatly exceeded all expectations. Unfortunately, the behavior of many members of the audience failed to meet minimal expectations. There were 215 registrants, but some members of the public (approximately one dozen) chose not to register even when requested by meeting technicians. Some members of the audience were hostile to the UMR-IWWS study, commercial navigation, the Corps as an organization, and even to Corps presenters. Ironically, there was also widespread disdain for the public meeting by those in attendance.

The audience was dominated by local recreational and environmental interests, many of whom became aware of the meeting through heavy local media coverage. Television coverage announced the meetings, and television, radio, and print media were all present at the meeting. There are virtually no commercial shippers in the La Crosse area, while there is great community interest in recreation on the river. Although some negative responses to the study were anticipated, the level of hostility was not.

Many members of the audience had no interest in the Corps presentation of the study's goals and objectives, and their disregard, expressed in the form of private conversations and refusing to be seated, limited the opportunities for others to learn more about the study. When the oral statements were made, they were addressed to the audience and not the Corps. There was a mass exodus when the oral statements were concluded, again indicating no interest in participating in the remainder of the meeting. The dialogues between the Corps and the public were established in the subsequent sessions, but by then the audience had been reduced to a fraction of its former numbers.

The meeting was of sufficient size and diversity to stimulate overt expressions of opinion. Supportive catcalls and eruptions of applause were common when opponents of the study made their remarks. Those few study supporters, who identified themselves as such, were loudly jeered by members of the audience, although they also received some applause for their remarks. Those who recommended an intermediate, more environmentally-oriented position received more applause, but it was minor in comparison to the ovations for study opponents. As a general perception based on the applause, a small portion of the audience supported the study, a medium portion of the audience occupied the intermediate part of the spectrum, and a large portion of the audience were in firm opposition.

### *Oral Statements*

Of the 41 public statements, there were several unambiguous supporters: a farmer who shipped his grain down the river and a barge operator. Both cited the cost-effectiveness of waterborne transportation as a means to get commodities to world markets.

Those who offered their heavily qualified support were slightly more numerous. They included a representative of the Minnesota DNR, the National Biological Survey, FWS, and a local power cooperative. The representative of the National Biological Survey warned of the contaminant load on suspended sediment. The DNR and FWS representatives reiterated their earlier positions regarding the inadequacy of time and funds for the needed environmental studies, as recommended by the Plan of Study and the NECC. The representative of the local power cooperative described the implications for electricity rates if coal was not shipped on the river but also recommended that the study balance navigation with the other uses of the river.

Those who spoke in firm opposition to the study included a variety of individuals and organizations. Many of the individuals decried the siltation of the backwater channels and the deterioration of the fisheries in these waters. This was supported by a commercial fisherman and an environmental scientist (mussel specialist) who reported great declines in commercial fish and shellfish stocks.

Various organizations stated their opposition to the study at the meeting. The representative of the Wisconsin Conservation Conference described the river ecosystem as collapsing and indicated that the environmental studies are insufficient. A Wisconsin representative to the NECC reiterated that the environmental studies are of insufficient scope and stated that the existing navigation system should be the subject of the environmental studies. The Sierra Club representative challenged the objectivity of the Corps, referred to the NAS issue, and indicated that the 1,200 foot tows are the choices of the barge operators, who know that they will experience delays with that configuration. The Audubon Society representative and a fisheries biologist with Wisconsin DNR argued that the Corps needs to "go green" and develop an environmental agenda as the other Federal resource management agencies have. The Mississippi River Revival representative cited the University of Iowa study of commercial navigation and attacked the Corps benefits estimates as inflated.

### *Written Questions*

There were 77 written questions submitted at registration, indicating a desire by many members of the audience to learn more about the study. However, by the time this session had begun it was 11:00 p.m., and the mass exodus had already occurred. New issues that were raised at the La Crosse meeting concerned the:

- Prospect of improvements leading to congestion at upstream locks
- Ability of navigation industry to cover the full costs of improvements
- Effects of seasonal closure on the benefit calculations

- Potential effects on tourism and recreation
- Potential effects on larval fish
- Dredge disposal

The issues that had arisen before as written questions included the following subjects:

- Responsibility for spills
- O&M annual costs and benefits
- The prospect of a 12 foot channel
- The need for cumulative impact assessment
- Potential effects on drinking water quality

### *Oral Questions*

There were relatively few oral questions asked. These include the following issues:

#### *New Issues*

- The sharing of mitigation costs
- Calculation of life cycle costs for improvements
- The historic status of existing L&Ds (preventing their ultimate removal?)
- Upland erosion control as reduction of dredging costs

#### *Recurrent Issue*

- The viability of the Inland Waterway Trust Fund

### *Written Statements*

Three of the five written statements submitted at the La Crosse meeting were written versions of oral statements made at the meeting, including the power cooperative, the National Biological Survey, and a concerned individual. Two other statements were submitted by concerned citizens, who expressed their desire for comprehensive environmental analyses as part of the UMR-IWWS study.

### *Additional Comments (Evaluation Form)*

The opportunity to make additional comments on the evaluation form prompted significant response from the audience at the La Crosse meeting. Unfortunately, many people departed before the question and answer sessions, and some of the comments reflected this. The comments are summarized below. Multiple responses are in parentheses.

#### *New Issues*

- The study should be changed to one of ecosystem restoration (6)
- The Corps should listen to the people (5)
- Shoreline erosion is the critical issue (2)
- Thanks for the meeting (2)
- Commercial traffic destroying ecosystem

#### *Recurrent Issues*

- More environmental studies needed (4)
- Corps has already decided/hidden agenda (4)
- Need better dredge disposal (2)
- Meeting informative
- Study unnecessary
- Need no system as baseline
- Need this study
- Waterborne transportation is important to economy
- Sedimentation of backwater is critical priority
- Recreational craft have negative effects also
- Need to study the economic impacts on recreation and tourism

## Dubuque Meeting

### *General Observations*

The Dubuque public meeting was attended by the greatest number of people of the entire meeting series (247 persons). Recreational and environmental interests were the dominant groups present. The proceedings were for the most part orderly. For example, there were few catcalls or jeers at speakers. However, the audience was in a meeting room with a 200 person capacity, and the compression seemed to make the crowd responsive, eliciting applause for virtually all viewpoints expressed by the public. Television and other media coverage of the event probably added to the responsiveness of the crowd.

There was a significant difference in the La Crosse and Dubuque meetings. In La Crosse the public comments were directed toward the audience rather than toward the Corps. However, in Dubuque there was a sense of dialogue between the Corps and the various interests, even when firm opposition to the study was expressed by members of the public.

### *Oral Statements*

As in the case of the La Crosse meeting, the large number of oral statements (26) prolonged the meeting to such a degree that only several dozen people stayed the full five hour duration of the meeting. Strong support of the study was expressed by representatives of the Upper Mississippi Waterway Association and a grain company and by a farmer. The waterway association cited the importance of commercial navigation to the regional economy and the nation's balance of payments. The grain company and farmer reiterated this position and felt that it was important for the study to look toward the future of commercial navigation on the river.

The intermediate position of the spectrum of views about the study was presented by representatives of the Illinois Wildlife Managers, Iowa DNR, and the UMRCC. The representative of the Illinois Wildlife Managers recommended that the environmental studies consider the cumulative effects of the existing system. The Iowa DNR representative, citing the siltation of backwater channels, called for more balance in the study by increasing the environmental studies in pursuit of multiple use management. The UMRCC reiterated its previously stated position about the timing, funding, and scope of the environmental studies.

Firm opposition to the study was indicated by representatives of the Wisconsin Conservation Commission (WCC), several commercial fisherman, Mississippi River Revival (MRR), and the Dubuque County Conservation Society. The WCC representative felt that the baseline condition should be the condition before the navigation system was constructed and that environmental restoration should be the focus of the study. The commercial fishermen voiced their opposition on the basis of the collapse of the commercial fishery. The MRR and Dubuque County Conservation Society representatives criticized the study's incremental analysis, stating that the cumulative impact of the existing system should be assessed instead. Other statements by a variety of individuals were made in general opposition to the study based on adverse



impacts of the existing system, particularly on the declining quality of recreational boating and fishing.

### *Written Questions*

There were 76 written questions submitted on the registration forms at the Dubuque meeting. Many of these questions that arose concerned new issues that had not yet been raised by the public during this meeting series, including

- Relationship of Mississippi River Master Plan with this study
- The difficulty of accounting for uncertainty
- Future economics of railroads
- Economic value of recreational on the river
- The wide distribution of costs and the narrow distribution of benefits
- Effects of improvements on local taxes
- Comparison of barges to railroads
- Using the preimpoundment condition as an environmental baseline
- Enough time for environmental studies
- The need to fully evaluate the pre-impoundment condition
- The sufficiency of time for the environmental studies
- Environmental effects of bigger barge motors
- Channel widening
- What will be the outcome of these meetings
- Access to the study via Internet

More familiar questions also arose during the Dubuque meeting. These include the following:

- Annual O&M costs and benefits
- The revenues and sufficiency of the Inland Waterway Trust Fund

- Siltation of backwaters
- Potential changes to pool elevation regimes
- Potential effects on d erosion
- The prospect of channel deepening

### *Oral Questions*

By the time the open question and answer sessions commenced the audience had dwindled to a relatively small number. The following new issues were raised as oral questions about the UMR-IWWS study:

- The relationship of this study to the Mississippi River Master Plan (reiteration of written questions)
- The economic health of the shipping industry
- Who would benefit from improvements
- The size of recreational benefits from the river
- The Alton mitigation plan
- The potential use of auxiliary locks

### *Written Statements*

All of the written statements submitted at the Dubuque public meeting were written versions of oral statements made at the meeting. Written statements were submitted by representatives of the UMRCC, the Illinois Wildlife Society, and the Iowa DNR.

### *Additional Comments (Evaluation Form)*

The opportunity to make additional comments on the evaluation form elicited responses on many issues that had not been raised at previous meetings. These include the following subjects. Multiple responses are indicated in parentheses:

- Desired earlier notification of meeting (3)
- The economic superiority of railroads (2)
- Learned more from the audience than from the Corps

- Study seems comprehensive
- Potential for siltation of backwaters to increase flooding
- Should remove the existing navigation system
- Study masks a hidden agenda
- How these meetings will influence the study
- The results of previous meetings
- Do not take negative comments personally
- Corps did not answer all of the questions
- The need to look at the entire river if there are delays at only two locks
- Make the study accessible via Internet

## **Des Moines Meeting**

### ***General Observations***

The unique combination of attributes of Des Moines relative to the UMR-IWWS study made its public meeting significantly different from the other meetings in the series. First, Des Moines is far removed from the waterways that are the subject of the UMR-IWWS study. Second, Des Moines is centrally located in the agricultural region which depends on the Mississippi River navigation system to transport its products to world markets. Finally, Des Moines is a state capital. All of these contexts combined to make the Des Moines relatively low in attendance (26 persons) but high in representation of agricultural interests and state government.

### ***Oral Statements***

The Des Moines public meeting had the highest ratio of speakers to registrants with 14 of 26 registrants (54 percent) presenting oral statements. The oral statements offered a wide range of views regarding the UMR-IWWS navigation study.

Those unambiguously in favor of the study included representatives of the Iowa Department of Transportation, the Agribusiness Association of Iowa, the Iowa Department of Agriculture, the Iowa Corn Growers Association, Cargill Inc., and MARC 2000. The agricultural interests outlined the importance of the UMR-IWWS navigation system to the regional and national economy and indicated that the system is an efficient link to global

markets. The MARC 2000 representative reiterated the economic importance of the navigation system and identified the declining efficiency of the system. He stressed that new dams or channel deepening were not under consideration, merely improvements to the existing system. Most of the proponents of the study recognized the multiple uses of the UMR-IWWS and recognized the Corps effort to balance diverse interests in this study.

Intermediate positions were reflected in the comments of several speakers who offered their qualified support, including representatives of the Iowa DNR, the UMRCC, and the Iowa Wildlife Federation. The Iowa DNR representative identified the importance of the UMR-IWWS fish and wildlife to the regional economy through recreation and tourism. He described the environmental effects of the sedimentation of backwaters and the regulation of river flows. He also characterized the multiple uses of these waterways and recommended that more aggressive environmental management is required to preclude further deterioration. The Iowa Wildlife Federation recommended that additional time and funds be devoted to understand the environmental effects of the existing navigation system. This is also the recommendation of the UMRCC, which reiterated its position made at previous meetings.

Firm opposition to the study was voiced by representatives of the Izaak Walton League and the Iowa Sportsmen's Federation. Sedimentation of backwaters and the decline of the fisheries were the basis for their opposition as well as the economic burden on the taxpayers.

### *Written Questions*

The written questions submitted on registration forms included two issues that had not arisen before at this series of public meetings. These involved bird nesting habitat as a specific focus of environmental studies and the potential of better barge design to reduce lockage delays.

Other issues that had arisen at previous public meetings included the following concerns:

- The revenue sources and sufficiency of the Inland Waterway Trust Fund
- The sedimentation of the backwater channels
- Non-structural measures under consideration

### *Oral Questions*

Of the questions that arose during the open question and answer session some were new to this series of public meetings. These included:

- The need for parking fees for fleeted barges
- The agency responsible for traffic control and wake control

Other questions were more familiar, including:

- The annual O&M benefits and costs for the UMR-IWWS system
- Assessment of regional impacts to navigation improvements
- The potential for channel siltation to exacerbate floods
- The effects of a constrained Federal budget
- The need for early summer workshops after the planting season

### ***Written Statements***

Most of the written statements submitted at the Des Moines meeting were from individuals who had made oral presentations. These included representatives of the Iowa Wildlife Federation, the UMRCC, Iowans for Better Fisheries, the Agribusiness Association of Iowa, Iowa DNR, and the Iowa Corn Growers Association. In addition, one unaffiliated individual submitted a written statement expressing opposition to the study citing the adverse effects of the existing navigation system and the inability of Iowa agriculture to significantly increase output.

### ***Additional Comments (Evaluation Form)***

At the Des Moines meeting the opportunity to make additional comments elicited responses that had all arisen as comments at previous meetings. These comments follow with multiple responses indicated in parentheses:

- Meeting informative (3)
- Corps presentation too fast
- Need timeline of the study
- Need more environmental studies
- Hold next meetings off-season to allow farmers to attend

### **Meeting Series**

The contents of the individual UMR-IWWS public meetings can be aggregated to evaluate the contents of the series as a whole. The recurrent themes that emerged from the different sessions are very similar. However, the sessions have been analyzed separately in order to isolate the insight provided by the particular timing and format of each participation avenue. The written questions, submitted before the meeting began, provide the perspectives of members

of the public who had a limited knowledge base regarding this study. The oral questions, raised during the meeting, allowed the public to compose more informed queries. Finally, the opportunities for additional comments on the evaluation forms elicited the concluding remarks of the public as they departed from the meeting.

### *Oral Statements*

The oral statements presented at the public meetings included unambiguous support, qualified support, and firm opposition to the UMR-IWWS study. The major interests which made presentations regarding the study represented are summarized below. In some cases the same interests groups are included in different categories of support. This results from the diverse views offered by representatives of the same interests at different meetings.

### *Study Proponents*

Representatives of the following organizations and groups supported the study in their oral statements. They generally cited the economic importance of the UMR-IWWS navigation system and identified the efficiency of waterborne bulk transport:

- MARC 2000
- Barge operators
- Shippers
- Farmers
- Agribusiness Association of Iowa
- Cargill Inc.
- Iowa Corn Growers Association
- Upper Mississippi Waterway Alliance
- Quad Cities Economic Development

### *Qualified Supporters*

Most of those who offered their qualified support for the UMR-IWWS study expressed reservations about the time and funds allocated to the environmental studies. The siltation of backwater channels and shoreline effects were of particular concern to many of these parties. There was also strong support for proceeding with all of the environmental studies recommended by the Plan of Study and the NECC. There were representatives of the following organizations and groups who expressed their concerns but gave their qualified support:

- U.S. Fish and Wildlife Service
- Illinois Department of Natural Resources
- Minnesota Department of Natural Resources
- Iowa Department of Natural Resources
- Missouri Department of Conservation
- Audubon Society
- Upper Mississippi River Conservation Council
- Mississippi River Basin Alliance
- Heartland Resources Council
- Illinois Commercial Fishermen
- Iowa Wildlife Federation
- National Biological Survey
- Minnesota-Wisconsin Boundary Area Commission
- Upper Mississippi Flood Control Association
- Some members of the recreation boating community

#### *Study Opponents*

Representatives of the following organizations or groups expressed their opposition to the UMR-IWWS study. Their concerns were for the most part based on the environmental impacts of commercial navigation:

- Izaak Walton League
- Mississippi River Revival
- Wisconsin DNR
- Audubon Society
- Iowa Sportsmen Federation
- Some members of the recreation boating community

- Some members of the recreation fishing community
- Some members of the commercial fishing community

### *Written Questions*

The recurrent themes that emerged from the written answer sessions are presented below. Many of these issues arose at virtually every meeting:

- This study relationship with flood control and the Galloway Report
- The prospect of channel deepening
- The prospect of new dams
- Cost of the study
- Cost sharing requirements of any recommended improvements
- Potential change of pool elevation regimes
- Potential effects on d erosion
- Potential effects on sedimentation of backwaters
- Annual O&M benefits and costs
- Cumulative environmental effects of the existing navigation system
- Responsibility for spills

### *Oral Questions*

There was a smaller number of recurrent themes in the oral question and answer sessions compared to the written. However, there is a strong correspondence with the themes from the written questions:

- Annual O&M costs and benefits
- The revenue sources and sufficiency of the Inland Waterway Trust Fund
- The study's relationship to flood control efforts and the Galloway Report
- Cost sharing requirements of recommended improvements



- Siltation of backwater channels
- Zebra mussels
- Improved access to the study
- Efficient use of data collected by previous studies
- Regional benefit assessments and implications

*Additional Comments (Evaluation Form)*

The opportunity to make additional comments on the evaluation form elicited candid responses. Recurrent responses are listed below in descending order with the number of responses in parentheses:

- Meeting informative/good meeting (31)
- Corps has a hidden agenda; study outcome already decided (20)
- Listen to the people and change/cancel this study (20)
- More environmental studies needed (13)
- More written materials desired (12)
- Disliked meeting format (10)
- Study is waste of tax dollars (8)
- Change study to ecosystem restoration (7)
- Siltation of backwaters should be priority (6)
- This study is needed (5)
- Need cumulative assessment of existing navigation system (5)
- Water transportation cheaper (4)
- Reduce upland erosion (4)
- Cut barge subsidies (4)

## MEETING EVALUATIONS

The results of the multiple-choice questions on the evaluations forms are presented in Table 6. The evaluation responses are unambiguously positive. Of the 425 respondents to the first question, 80 percent (443 persons) agreed or strongly agreed that the meeting was informative. Similarly, 90 percent agreed or strongly agreed that there was an opportunity for all to participate. In addition, 58 percent agreed or strongly agreed that the presentation was effective, and 71 percent responded similarly to the Corps being open to public input. Finally, 91 percent of the respondents expressed a desire for additional information about and input to the planning process.

Even at the La Crosse meeting, the most contentious, 60 percent of the respondents agreed or strongly agreed that the Corps was open to input, and less than ten percent of the respondents at that meeting disagreed with this characterization. Similarly, at the meeting with the highest attendance, Dubuque, 80 percent of the respondents agreed or strongly agreed that the meeting was informative. Again, less than ten percent of the respondents disagreed in any way with this assertion.

Given the diversity of opinions identified through the content analyses, the evaluations are particularly positive. The evaluations imply that the meeting format was effective and the Corps speakers were responsive to the questions and concerns of the public. The fact that many members of the audience lingered after the meeting closure in order to speak with the technical managers supports this inference.

## WRITTEN STATEMENTS SUBMITTED AFTER THE MEETINGS

At each of the eight meetings, the Corps indicated to those in attendance that written statements would be accepted until December 18, 1994. Fifty-eight statements were mailed to the Corps during this period and will be added to the meeting records. Most of these letters were not associated with any particular meeting. For this reason, the statements submitted after the meetings will be therefore constitute their own category in Appendix F.

There were 35 statements in support of the UMR-IWWS navigation study. These included organizations such as the Upper Mississippi River Waterway Association, the Illinois Department of Agriculture, the La Crosse Chamber of Commerce, and the U.S. Environmental Protection Agency. In addition, there were statements submitted by the following categories of publics with multiple statements in parentheses:

- Unaffiliated Citizens (9)
- Agribusiness (9)
- Waterborne Commerce Interests (7)

TABLE 6  
MEETING EVALUATIONS

Multiple Choice Evaluation	St Louis		Peoria		Chicago		Davenport		S. St. Paul		La Crosse		Dubuque		Des Moines		Total	
	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%
1. Meeting Informative?																		
Strongly Agree	6	24	4	17	3	38	12	20	17	31	18	18	23	16	8	53	91	21
Agree	16	64	16	70	4	50	30	51	30	55	61	62	90	64	5	33	252	59
Neutral	1	4	3	13	1	13	9	15	6	11	16	16	16	11	1	7	53	12
Disagree	1	4					7	12	1	2	3	3	6	4	1	7	19	4
Strongly Disagree	1	4					1	2	1	2	1	1	6	4			10	2
Subtotal	25	100	23	100	8	100	59	100	55	100	99	100	141	100	15	100	425	100
2. Opportunity for all to participate?																		
Strongly Agree	11	44	11	48	4	50	14	24	27	48	26	31	37	27	13	81	143	35
Agree	12	48	11	48	3	38	40	68	26	46	46	54	85	62	3	19	226	55
Neutral	2	8			1	13	1	2	2	4	7	8	10	7			23	6
Disagree			1	4			3	5	1	2	5	6	3	2			13	3
Strongly Disagree							1	2			1	1	3	2			5	1
Subtotal	25	100	23	100	8	100	59	100	56	100	85	100	138	100	16	100	410	100
3. Effective materials/presentation?																		
Strongly Agree	5	20	2	9	2	25	8	14	6	12	8	8	10	7	7	47	48	11
Agree	7	28	11	48	3	38	28	47	32	63	46	45	65	47	4	27	196	47
Neutral	10	40	7	30	2	25	20	34	10	20	26	25	37	27	3	20	115	27
Disagree	2	8	3	13	1	13	3	5	2	4	15	15	20	14			46	11
Strongly Disagree	1	4							1	2	7	7	6	4	1	7	16	4
Subtotal	25	100	23	100	8	100	59	100	51	100	102	100	138	100	15	100	421	100

TABLE 6, Continued  
MEETING EVALUATIONS

Multiple Choice Evaluation	St Louis		Peoria		Chicago		Davenport		S. St. Paul		La Crosse		Dubuque		Des Moines		Total	
	#	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%	Responses #	%
4. COE open to input?																		
Strongly Agree	11	44	4	17	3	38	10	17	15	27	12	12	20	14	10	67	85	20
Agree	11	44	16	70	4	50	31	53	27	48	48	48	77	54	4	27	218	51
Neutral	1	4	3	13	1	13	15	25	8	14	32	32	34	24	1	7	95	22
Disagree							3	5	4	7	6	6	6	4			19	4
Strongly Disagree	2	8							2	4	2	2	6	4			12	3
Subtotal	25	100	23	100	8	100	59	100	56	100	100	100	143	100	15	100	429	100
5. Desire more information/input?																		
Strongly Agree	14	56	13	57	4	50	30	51	29	53	56	55	71	52	5	42	222	53
Agree	9	36	10	43	3	38	27	46	18	33	38	38	49	36	5	42	159	38
Neutral	1	4			1	13	2	3	8	15	6	6	13	10	2	17	33	8
Disagree	1	4									1	1	1	1			2	0
Strongly Disagree	1	4									1	1	2	1			3	1
Subtotal	25	100	23	100	8	100	59	100	55	100	101	100	136	100	12	100	419	100

- Chemical Industry (5)
- Electric Utility Industry

The written statements submitted after the meetings included 23 in opposition to the UMR-IWWS navigation study. These opposing statements were submitted by the following parties with the number of statements in parentheses:

- Unaffiliated Citizens (13)
- Private Environmental/Recreation Interests (6)
- City of Dubuque Environmental Commission
- Quad City Conservation Alliance
- Dubuque County Conservation Board
- Jackson County (IA) Board of Supervisors

## CONCLUSIONS

There are several conclusions that can be drawn from the UMR-IWWS public information meeting series. Some apply to the meetings as a public involvement tool, and others regard the details of the study technical elements.

In regard to the meeting series as a public involvement process, the meetings can only be viewed positively. The attendance, participation, representation of diverse interests, the contents of each meeting, and the evaluations all suggest that the series were successful in achieving their objectives to inform the public, solicit their participation in the planning process, and identify the public's interests in concerns about the UMR-IWWS navigation study.

The conclusions about the technical aspects of the study are less defined. The public interests in the study and the waterways themselves are diverse, and the positions of many parties backed by firm conviction. It is quite clear that different locales within the study area are characterized by local priorities that may be quite opposed to those of other parts of the study area. While all of the interests were represented at virtually every meeting, the balance of interests at different meetings was highly variable from one meeting to another. For example, La Crosse and Dubuque in particular are characterized by recreational and environmental interests. Des Moines and St. Louis are similarly tilted toward waterborne commerce. The issues and interests are clearly identified in the content analyses, the appendices, and the meeting transcripts. The challenge of future public involvement activities of this study is to incorporate these diverse elements into the planning process.

**APPENDIX A**  
**MEETING REGISTRATION FORM**

# UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY

## MEETING REGISTRATION FORM

NAME: \_\_\_\_\_ TELEPHONE: (\_\_\_\_) \_\_\_\_\_

REPRESENTING: \_\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_\_

ADDRESS: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Do you wish to be added  
to our mailing list? Y\_\_\_ N\_\_\_

MEETING LOCATION: Please indicate which public meeting you are attending:

☐ St. Louis, MO    ☐ Chicago, IL    ☐ St. Paul, MN    ☐ Dubuque, IA  
☐ Peoria, IL    ☐ Davenport, IA    ☐ La Crosse, WI    ☐ Des Moines, IA

### DO YOU WISH TO MAKE AN ORAL STATEMENT AT THIS MEETING?

- Please indicate this desire to one of the assistants at the registration desk.
- Statements will be limited to five minutes per person to accommodate all those who desire to speak.
- Oral statements will be made in the order in which requests are received at the registration table.

### ARE THERE ANY QUESTIONS YOU WOULD LIKE ADDRESSED AT THIS MEETING?

- Please print your question(s) below. It will not be necessary for you to read your question(s).

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

### DO YOU WISH TO SUBMIT A WRITTEN STATEMENT INTO THE MEETING RECORD?

- Please turn it into the registration desk now or at the end of the meeting or mail it to the following address by December 18, 1994 :

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, Illinois 61204-9908

### PLEASE CHECK THE CATEGORY THAT REPRESENTS YOUR INTEREST IN THIS STUDY:

<input type="checkbox"/> Waterborne Industry	<input type="checkbox"/> Federal Govt. (Congressional)	
<input type="checkbox"/> Other Business/Industry	<input type="checkbox"/> Federal Govt. (All other)	<input type="checkbox"/> Recreation
<input type="checkbox"/> Environmental Group	<input type="checkbox"/> State Government	<input type="checkbox"/> No Particular Affiliations
<input type="checkbox"/> Agriculture	<input type="checkbox"/> City/County Govt.	<input type="checkbox"/> Other, (Specify)
<input type="checkbox"/> Media	<input type="checkbox"/> Regional Planning	_____

### HOW DID YOU HEAR ABOUT THIS MEETING?

<input type="checkbox"/> Study Newsletter	<input type="checkbox"/> Newspaper/Radio	<input type="checkbox"/> Friend
<input type="checkbox"/> Other Newsletters	<input type="checkbox"/> Study 1-800 Number	<input type="checkbox"/> Other, (Specify) _____

**APPENDIX B**  
**MEETING EVALUATION FORM**



# UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY

## MEETING EVALUATION FORM

### MEETING LOCATION:

Please indicate which public meeting you are attending:

☐ St. Louis, MO    ☐ Chicago, IL    ☐ St. Paul, MN    ☐ Dubuque, IA  
☐ Peoria, IL    ☐ Davenport, IA    ☐ La Crosse, WI    ☐ Des Moines, IA

### PLEASE RATE THE SPECIFIC ITEMS USING THE FOLLOWING SCALE:

SA = Strongly Agree  
A = Agree  
N = Neither Agree or Disagree  
D = Disagree  
SD = Strongly Disagree

...and provide any additional comments in the space provided.

- |  |    |   |   |   |    |
|--|----|---|---|---|----|
| 1. This meeting provided an opportunity to gain information and a better understanding of the Upper Mississippi River - Illinois Waterway System Navigation Study.         | SA | A | N | D | SD |
| 2. This meeting provided an opportunity for everyone to offer comments about the current study.  | SA | A | N | D | SD |
| 3. The presentations/materials provided were informative.  | SA | A | N | D | SD |
| 4. Corps of Engineers hosts were open to input.  | SA | A | N | D | SD |
| 5. I would appreciate additional opportunities to gain information and to provide public input to the Upper Mississippi River - Illinois Waterway System Navigation Study. | SA | A | N | D | SD |

### ADDITIONAL COMMENTS:

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Please return this evaluation form to the registration desk as you depart. Thank you for attending this meeting and contributing to the discussion.

**APPENDIX C**  
**CORPS SPEAKERS' SCRIPT**

TEXT FOR COL'S:

(\* Welcome slide will be on the screen)

Good evening, ladies and gentlemen, and welcome to this evening's Upper Mississippi River - Illinois Waterway System Navigation Study Public Meeting.

Tonight's meeting is the \_\_\_\_\_ in a series of eight meetings across the study area, which includes parts of the St. Louis, Rock Island, and St. Paul Districts of the U.S. Army Corps of Engineers.

I am COL \_\_\_\_\_, the District Engineer of the \_\_\_\_\_ District.

The U.S. Army Corps of Engineers is currently in the second phase of the navigation study – the feasibility phase. You will hear detailed aspects of the various study activities this evening.

Tonight's schedule is designed to provide you with information about the study and, more important, for you to participate in the study by offering your comments on the problems that you have identified on the Upper Mississippi River and Illinois Waterway navigation system and by asking questions.

This meeting will also fulfill aspects of the NEPA scoping process.

In addition to tonight's meeting, we invite you to contact our district offices at any time to stay informed about and comment on the study as it progresses. Later in this presentation we'll offer several methods for you to do this.

Before I turn this meeting over to Kevin Bluhm, the Public Involvement manager for this study, there are a few people I'd like to introduce to you:

GLC reps  
Congressional reps

I recognize that there are varied interests in the study and I'm glad that you're all here.

I hope you find this evening's meeting informative and a good opportunity for discussion.

Kevin ...

**[f the COL is present, Kevin begins with:**

**Thank** you, COL Suermann, COL Cox, COL Scott)

**If the COL is NOT present, Kevin continues with:**

\* Our Public Involvement work group has designed this public meeting to accomplish two goals: first, to bring you up-to-date on the **study**; and second, to solicit your comments on problems and opportunities that exist on the Upper Mississippi River and Illinois Waterway navigation system.

We invite your comments on this navigation study --if you have other concerns, study team members will be present to discuss them after tonight's meeting.

When you arrived, each of you received a folder containing the registration form (on green paper), an agenda for tonight's meeting (on white paper), a study fact sheet (on blue paper), and a meeting evaluation form (on yellow paper). If you have not yet submitted your registration form, please raise your hand so that someone can collect it at this time. In addition, please wait until the end of the meeting to fill out the meeting evaluation form. We will reserve time at the end of the meeting specifically for this.

I'd like to take a moment here and acknowledge that the Corps of Engineers is also hosting public meetings on the Floodplain Management Assessment this month. If any of you have questions about those meetings, please see me after this meeting and I'll be glad to give you a fact sheet about the Assessment and more information about the meetings.

Tonight, we want to promote an informative and educational discussion about the study and to provide a good base of information to you so you are aware of all facets of the study. And, with the information provided, you can best determine how to participate and share your ideas as the study progresses.

\* By having these meetings at eight different locations throughout the study area, we hope to give everyone an opportunity to attend, to learn more about the study, to offer comments, and to ask questions.

\* The format for tonight's meeting will be an information exchange in basically four parts. First you will hear from the study's managers about the various technical efforts, what has been done to date, what the current activities are, and what activities will take place in the near future. For example, we are already planning another set of public meetings next spring or early summer. Those meetings will be in a workshop format to allow you to **participate** in small group discussions.

The second part of tonight's meeting will begin in about 45 minutes, after all of the work groups have given their presentations. At that time those who indicated on their registration form that they wanted to make a brief 5 minute formal statement will have an opportunity to do so.

During the third part, the managers will respond to questions written on the registration form that you completed when you entered.

The final part of tonight's meeting will be an open question and answer session.

*Again, in order for everyone to have the opportunity to comment, and to allow time for questions and answers, we ask that everyone limit his or her comments to 5 minutes. If time permits, after all comments and questions and answers have been addressed, those who have more comments will be given the opportunity to continue. We feel that this procedure is the most fair and will give everyone an equal opportunity to be heard.*

Before we begin tonight's presentations, I'd like to mention that we have a stenographer with us tonight. She'll (he'll) be recording your comments and questions. When you come to the microphone to ask your question or make a statement, please give your name first, talk into the microphone, and talk slowly. Thank you.

\* We'll now proceed to the presentations by the study's managers.

I'd like to introduce Ms. Teresa Kincaid. Teresa works in Rock Island District and is the project manager for this navigation study. Teresa...

## STUDY/PROJECT MANAGEMENT

Thank you, Kevin. Within my presentation I will provide some background for the study, describe our plan formulation process and the responsibilities of the study and project management work group.

- \* The study area includes the Upper Mississippi River from Minneapolis-St. Paul downstream to the mouth of the Ohio River, and the Illinois Waterway from within the Chicago area downstream to the confluence with the Mississippi River at Grafton, Illinois. Note that we refer to it as the Illinois Waterway as it not only includes the Illinois River, but the Calumet-Sag Channel, Chicago Sanitary and Ship Canal, and the Chicago River South Branch.

- \* This unique river system provides for commodity transport;

- \* food and habitat for many species of wildlife;

- \* and over 200,000 acres of wildlife refuge.

- \* The region's 20 plus million residents rely on river water for public and industrial supplies, power plant cooling, and wastewater absorption.

- \* This system provides for recreation and boating

- \* and preserves evidence

- \* of our Nation's past.

- \* The Upper Mississippi River and Illinois Waterway navigation system was built mostly in the 1930's for tow sizes up to 600 feet in length.

- \* Typical tows on the river today are 15 barge tows, 1200 feet in length, which require double lockages, a time consuming practice.

Regarding commodity transport - On the Upper Mississippi River,

- \* farm products are the greatest share of commodity flows on the river from the Twin Cities to the mouth of the Ohio River.

- \* As shown here, it's a very efficient means of transporting our crops where a single barge can move the harvest of 1500 acres of soybeans.

- \* The pie chart on the screen lists the types and percentages of commodities shipped on the Upper Mississippi River. You'll note that we're using 1992 data on this chart and the next. This is the latest certified (or official) data available.

- \* Other “major” commodity movements on the Upper Mississippi River are coal, and sand and gravel.
  - \* On the Illinois Waterway, farm products are also the primary commodity overall.
  - \* Petroleum and coal are the next major contributors at around 15 percent each.
  - \* The river transports many materials both to and from the midwest to foreign markets. It is an important part of the region’s and the nation’s economy. (We estimate currently that the system annually provides nearly \$1 billion dollars in transportation savings to the nation. This estimate accounts for operation and maintenance costs.)
  - \* Tonnage on the system for 1992 was more than 123 million tons on the Upper Mississippi River and nearly 43 million tons on the Illinois Waterway. The total system tonnage was almost 131 million tons.
  - \* This slide shows the number of barges, rail cars, and semi-trucks needed to transport just 4 million tons, which is just a little over 5 percent of the total tonnage transported on the system in 1992.
  - \* Historically, commercial navigation traffic has grown on both rivers. Here you see tonnage on the Upper Mississippi River.
  - \* Illinois Waterway tonnage is shown here.
  - \* This traffic on the system translates to delays. As an example, the average delay in 1992 was 4 hours at Lock 22 and over 6 hours at Lock 25. Both of these locks are on the lower part of the system.
- With even modest increases in growth, delays at each of Locks 22 through 25 could easily exceed one full day by early in the next century.
- \* Delays cost money. Using information provided by industries, we estimate \$400 per hour of delay per typical tow. (*Add information about Lock 25 - nearest million - here.*) Typically, these increased transportation costs are passed through the shipper to the consumer.
  - \* This leads us to why we are doing the study. The primary problem we are addressing in this study is: There is potential for significant traffic delays on the Upper Mississippi River and Illinois Waterway Navigation System within the 50-year planning horizon, resulting in economic losses to the nation.

- \* The planning to address this problem must start now if we are to be prepared when the delays become significant.
- \* The authority for this study is Section 216 of the Flood Control Act of 1970, which provides for review of a completed project if there are changed economic or project conditions.
- \* The study is being conducted by three Corps of Engineers Districts: St. Paul, Rock Island, and St. Louis.
- \* The purpose of the study is to determine the need for navigation improvements on the system
- \* in concert with the environment to address the problem I identified earlier.
- \* The Corps of Engineers' project process can be summarized into 5 steps or phases:

The first is a reconnaissance phase. The purpose of this phase is to do a preliminary analysis of the problem and determine if there is a potential solution and a need to go to the next study phase.

The second phase is feasibility. This is a thorough analysis of the problems, solutions, and impacts. This phase results in a recommendation to Congress.

The next two phases are pre-construction engineering and design; and Congressional authorization.

The final phase would be construction or implementation.

- \* Our study initially began as two separate reconnaissance studies (Illinois Waterway and Upper Mississippi River).

Within each reconnaissance study, we performed an initial assessment, and identified several sites which were feasible for navigation improvements.

These two studies were combined into one feasibility study which we started in 1993.

- \* Our currently scoped study is 6 years in length and has a cost estimate of \$39 million.

What is the objective, purpose, and scope of this planning study?



\* The federal objective of water and related land resources planning is to contribute to national economic development consistent with protecting the Nation's environment, pursuant to national environmental statutes, applicable executive orders, and other federal planning requirements. This means we must analyze or evaluate plans to see if their benefits exceed their costs. We only recommend plans that meet that requirement. For a study such as this one on inland navigation, costs would be construction or implementation costs, maintenance and mitigation costs of a measure as well as identifying the environmental consequences, and the benefits would be the reduction in transportation costs due to that alternative.

\* We use this plan formulation process to determine if there is a plan that meets the federal objective.

The steps in the plan formulation process are to determine the problems and opportunities, define alternatives or measures to deal with the problem, evaluate those measures or alternatives, and develop a recommendation.

\* The first step, as I said, is to determine problems and opportunities. We began this in the reconnaissance phase.

\* Our current statement of the problem we are addressing is that future delays on the system will result in significant economic losses to the nation's economy.

We are asking you to provide input for this phase tonight; that is, what are the problems and opportunities that you see on the system, as they relate to navigation?

\* The second step is to define the alternatives - what is the list of measures to deal with the problems that have been identified? We have begun this step and will conduct public workshops in the spring or early summer to get specific input from you for this step.

\* The third phase or step is to evaluate the plans and alternatives that have been identified. This evaluation is in terms of benefits, costs, and impacts. Again, public involvement will continue to obtain input during this process.

\* The final step is to make a recommendation based on the evaluations-- a plan that meets the federal objective. The recommendation will include public input. Based on all the criteria, we will then make a recommendation to Congress either for implementation or termination.

\* We are undertaking significant coordination to accomplish the study and keep many persons, groups, agencies, and organizations informed and involved.

\* A committee structure has been put into place to do this:

The Navigation Environmental Coordination Committee,

the Governors' Liaison Committee,

and coordination committees for Public Involvement, Economics, and Engineering.

These committees meet at least one to four times per year. The dates and locations are published in the study newsletter. The meetings are all open to the public.

\* I'd like to take a moment to focus on the Governors' Liaison Committee. The committee is comprised of the appointees of the Governors' of the five midwestern states in the study area.

\* The purpose of this group is to provide the Corps of Engineers with the position of the governors on matters pertaining to the study.

The next meeting of this group will be on November 30th in St. Paul, Minnesota.

\* Now to focus on the current study activities that support the plan formulation process.

The study team is organized into five work groups:

Study and Project Management  
Economics  
Environmental  
Engineering;  
and Public Involvement

The manager of each of these work groups is here to discuss the activities of their work group and to answer your questions.

\* We'll begin with my work group - study and project management.

The main tasks of the study and project management work group are to coordinate, keep track of funds, provide leadership for the study and in particular the plan formulation process, and to prepare the final report.

That concludes my portion of this presentation.

\* Next, Dr. Don Sweeney will present the efforts of the Economics Work Group.

## ECONOMICS

Thank you Teresa. Good evening.

\* The primary objective of the economics work group is to measure the National Economic Development (NED) benefits and costs if changes to the existing navigation system are made. As Teresa said, the benefits are primarily composed of reduced transportation costs that result from a plan or measure being put into place. The NED costs are the foregone use of the resources required to construct and operate the measures.

\* To accomplish this task, we follow several steps. First, we look at what's currently happening on the system - who is using it, how much it is being used, and from an economics perspective, why they use it.

\* Second, we project future conditions without any changes to the system. What happens as traffic on the system grows? How does that traffic growth change the cost to shippers using the system? (Higher demand translates to higher costs.) The projections of future traffic will be done by independent contractors.

\* We formulate and evaluate many different actions to try to come up with the best combinations of alternatives. The Engineering Work Group is responsible for estimating the cost necessary to implement each possible alternative. Our work group determines if that cost would generate an equal or greater economic benefit to the nation. If the benefit of the improvement equals or exceeds the cost, it is considered economically feasible.

\* We identify the plan that best meets the objective of maximizing the net economic benefit to the nation. This plan is termed the NED plan.

\* Following that, we move to making a recommendation. The recommended plan may deviate from the NED plan for many reasons: for example, the environmental impacts of a plan are too great; the available construction implementation funds may require a less costly plan; or public input may indicate a different plan is necessary.

\* We have already completed work in several areas of analysis. Under identify existing conditions, we have obtained information on all shipments in our study area for calendar years 1990, 1991, and 1992. We have also looked at the current navigation fleet. The purpose is to see what's happening on our system currently.

We have completed a census of fleeting areas for the Environmental Work Group. We have obtained and analyzed navigable pass data.

\* Navigable pass occurs at Peoria and LaGrange Locks where wicket dams are in place.

\* These dams can be lowered and pass traffic without using the lock. During the time navigable pass is in effect, lock capacity is not a constraint.

\* We have developed or refined two models to aid in measuring economic impacts on the system.

The General Equilibrium Model, or GEM model, is used to estimate the traffic and NED benefits of the navigation system. It balances the traffic demands imposed on the system with the resulting transportation costs of the system to estimate system usage and total costs.

The delay model is a simulation model designed to provide input to the GEM model regarding the relationship between traffic levels and transit times.

\* We have contracted with the Tennessee Valley Authority to determine the existing total transportation costs for a representative sample of shipments within our study area, and to conduct surveys to gain additional information regarding ultimate origins and destinations and alternatives to waterborne transportation.

\* This year we plan to initiate contracts to develop independent traffic forecasts for all the commodities moving on the Upper Mississippi River and Illinois Waterway. These forecasts will be based upon the most recent data available at the time.

We will begin our modeling of traffic and delays on the system.

We will begin to evaluate the potential for accidents and hazardous spills and emissions and fuel use for water and alternative modes of transportation. These data will be provided to our environmental work group.

\* As part of our public involvement effort, we have formed an Economic Coordination Committee that provides study updates to representatives of the states and the navigation industry and provides input to our economic study plan.

Meeting attendees to date have included representatives from each of the five states' Departments of Transportation and the Midwest Area River Coalition, or MARC 2000. The committee meetings are announced in our study newsletters and are open to the public.

\* Some of the important issues currently facing the study and our work groups are:

projecting the without project future (or the current system within current authorities). This issue has been raised by and discussed with our Economics Coordination Committee.

incorporating budget constraints into the economic analysis. Construction of inland navigation projects are cost shared 50-50 with the Inland Waterway Trust Fund. This fund has limited funds available and is funded by a fuel tax on commercial navigation.

incorporating risk based analytical procedures into the economic analysis. How certain are we of our results? What other outcomes are possible and how likely are they?

and identifying the regional economic impacts of the navigation system and potential changes to that system. This issue was also raised by the Economic Coordination Committee.

\* Thank you for your attention. I will be happy to answer any questions you may have during the question and answer period.

Mr. Ken Barr will now discuss the environmental aspects of this study.

## NEW TRAY

### ENVIRONMENTAL

\* Good Evening. The purpose of the Environmental Work Group is to assure Navigation Study compliance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act, and other Environmental laws and regulations.

\* The major goals of the Work Group are to:

determine what impact increases in commercial navigation traffic resulting from proposed improvements may have on the environment of the Upper Mississippi River System. The system includes the Illinois Waterway as well as the Mississippi River;

\* determine the site-specific construction impact of any proposed improvements at the Locks and Dams;

\* identify environmental restoration and enhancement opportunities associated with any proposed navigation improvements;

\* determine the impact of proposed improvements to significant historic properties (these include archeological sites, historic structures, and shipwrecks);

\* and prepare an Environmental Impact Statement (EIS) presenting the results of the studies, including a discussion of any appropriate environmental mitigation measures. Mitigation measures first consider impact, avoidance, and minimization.

\* In 1986, the Congress of the United States recognized the Upper Mississippi River System as a nationally significant ecosystem. The almost 1200 miles of river under study contain:

\* Four national wildlife refuges and 3,500 miles of shoreline.

\* Due to it's north-south orientation, the system has retained a great variety of plants and animals.

The river floodplain is a critical migration corridor for North America's waterfowl and shorebirds,

\* and is home to over 100 species of fish and nearly 50 species of mussel.

\* Information presented at an international conference on large river ecosystems of the world, held in La Crosse, Wisconsin this past summer, clearly demonstrated the truly international importance of our Upper Mississippi River ecosystem.

In recognition of the importance of the Upper Mississippi River and Illinois Waterway environment, an ambitious package of studies is planned to determine the system wide effects of commercial navigation traffic.

The environmental study effort is currently estimated to cost \$13.9 million, which is approximately one-third of the total feasibility study cost.

\* The system impact studies can be generally divided into three categories: physical effects of navigation, biological impacts, and numerical (or computer) modeling.

\* When a tow moves through the water, a number of changes occur. Sediment is resuspended, or churned up, from the bottom. Water velocity changes. Waves are created. And, a drawdown effect occurs near shore due to the passing tow sucking in the water behind it.

\* In an attempt to quantify and better understand the river's response to a passing tow, a number of physical effects studies are planned.

Data collected by the Illinois State Water Survey on commercial navigation traffic events are being analyzed.

\* A 1 to 25 scale physical model has been constructed at the Corps of Engineers' Waterways Experiment Station Lab in Vicksburg, Mississippi.

\* A series of actual river cross sections will be molded into a large flume (or bathtub).

A scale model tow will be moved through the water at various speeds and under various flow conditions.

The flume will be instrumented to record physical changes created by the passing tow.

The model will be calibrated using field data collected in the first study.

A study is planned to determine the fate and impact of sediment resuspended by passing tows. It is important to understand what effect future traffic increases may have on the sedimentation of environmentally sensitive side channels and backwaters.

The effects of wake waves and drawdown on bankline erosion are also being studied.

- \* Biological impact studies are designed to determine what response biological organisms will have to the physical effects of increased traffic.

- \* Studies have been initiated to determine effects to adult, young of the year, and larval fish.

Effects of concern include entrainment (actually being caught in the turbulence of a passing vessel and chopped up), disturbance (being moved out of preferred habitat), and drawdown.

- \* Study plans are currently under review that deal with the effects of sediment resuspension and vessel generated waves on important plant communities.

- \* And existing data are currently being reviewed to decide what additional information may be needed to determine the effects of navigation traffic increases on mussels.

- \* Hydraulic effects numerical (computer) models will be created to join with biological response models and allow extrapolation of impacts from representative reaches of the rivers to the entire system.

- \* Other system studies include:

assessing the impact of recreation craft on environmentally sensitive backwaters and side channels;

- \* and determining what impact future barge fleetings may have on the environment.

- \* We also are attempting to determine the relationship between potential navigation improvements and accidental spills;

and determining the capability of alternative transportation modes (for example, rail or trucks) to accommodate projected demands for shipments and considering the environmental effects of moving shipments to alternative modes.

- \* In addition to the system wide studies, environmental impacts resulting from any proposed construction will be assessed.

Impacts will include assessing any construction activities, as well as staging areas, haul roads, disposal sites, etc.



We will consider the hydraulic effects of any proposed changes as well.

Environmental restoration and protection opportunities will also be considered for each site.

\* The Navigation Environmental Coordination Committee, or NECC, consists of representatives from the Fish and Wildlife Service, the Environmental Protection Agency, and the five state natural resource agencies -- Illinois, Iowa, Minnesota, Missouri, and Wisconsin.

The committee is chaired by the Corps of Engineers.

The Committee serves as a forum for state and federal biologists to provide technical input to the Corps of Engineers concerning environmental study requirements.

Our first meeting was held in November of 1992 and we have held 10 meetings to date.

Meetings are open to the public and are generally held in Moline, Illinois.

The NECC has provided substantive input to the detailed study design process.

They assist in identifying scientific experts and reviewing technical study plans.

The NECC has also been active in identifying issues.

\* Since initiation of the feasibility study, a number of issues have been identified for consideration as additions to the current plan. Outstanding issues can be roughly categorized as shown on this slide:

the need for additional biological impact studies to address the effect of navigation traffic on such things as aquatic insects, ducks and wildlife;

consideration of the cumulative impact of continued operation and maintenance of the nine-foot channel project. Concerns relate to dredge placement, rock work, and maintenance of a pooled river;

the need to forecast the future river environment in terms of potential ecosystem collapse or declines due to such things as sedimentation; and

a need to develop a long-range plan for the environment at the same time that we develop a 50-year plan for the navigation system.

A special meeting of the NECC was held in September 1994 to develop conceptual study plans to address specific aspects of these issues.

After we receive final NECC member comments, we will present the plan to the Governors' Liaison Committee for comment and forward the plans for consideration within the Corps.

- \* The Environmental Work Group is also charged with determining the potential effects of proposed improvements to significant historic properties.

- \* Significant information on our nation's past 10,000 years is contained in the numerous archeological sites preserved in the floodplains of the Mississippi and Illinois Rivers.

- \* The locks and dams themselves have been determined to be eligible for the National Register of Historic Places in recognition of their importance to the economic development of the mid-continent and as a reflection of American engineering innovations.

- \* Impacts to archeological sites from tows can occur from wave action, drawdown, barge queuing, and prop wash.

- \* Site specific impacts of concern include ground and water disturbance due to construction activities, as well as any proposed modification to significant historical elements of the locks and dams.

- \* Potential impacts to shipwrecks and other underwater resources will also be considered.

We have initiated coordination with the five State Historic Preservation Officers and the Advisory Council on Historic Preservation.

We anticipate that the study will result in the execution of a Programmatic Agreement, which details any additional work needed to be done before or during any recommended construction.

That concludes my presentation of the environmental portion of the Navigation Study. I look forward to your input in the continued scoping of this study.

- \* Next is Mr. Denny Lundberg, who will discuss the engineering aspect of the study.

ENGINEERING

\* Good evening. The role of the Engineering Work Group is to identify solutions to problems associated with the existing navigation system, and provide solutions to problems anticipated in the future.

We are accomplishing this task within two major study goals.

\* The first goal will be to provide the operation and maintenance costs that will be required to maintain the current navigation system between the years 2000-2050.

This will define the cost of the Future Without Project, or the current system within current authorities.

\* Our second goal will be to determine the engineering feasibility and costs of implementing small scale and/or large scale navigation improvements identified as needed for this same time period.

This will define the cost of the Future With Project, or the current system with navigation improvements requiring new authorities.

\* Work within the first goal will define the operation and maintenance investment needs of the future navigation system using past Corps of Engineers policies and funding levels.

\* We will also provide the investment costs needed to maintain the current navigation system at an acceptable operating condition.

It will essentially predict when major capital expenditures in the form of Major Rehabilitation will be needed on the navigation system.

\* Work within the second goal will determine small scale improvements that could be implemented in the future within the existing navigation system. Structural solutions such as extended guidewalls or powered traveling kevels that mechanically pull the first cut of a double lockage out of the lock to reduce total lockage time will be evaluated.

\* We will also evaluate non-structural solutions such as locking policies or industry self-help programs. Over 70 small scale improvements are being addressed in this study.

We have obtained input from the states, navigation industry, and environmental community on this effort and hope to obtain additional input during the next set of public workshops.

Also within goal 2 we will define large scale improvements that could be implemented within the future navigation system.

- \* We will provide the engineering feasibility and costs of constructing a new 1200- or 600-foot lock at the existing sites of Locks and Dams 11 through 25 on the Mississippi River and at Peoria and LaGrange Locks on the Illinois Waterway.

These sites have been determined as those most likely to need improvements through the year 2050.

- \* We are coordinating these alternatives with the states, navigation industry, and environmental community to minimize the impacts to all concerned.

The overall navigation study will determine the actual number of sites that could potentially be justified based on the total project cost to include environmental mitigation costs and the economic benefits to the nation.

- \* The second goal also involves the construction of two navigation models designed to provide generalized engineering and environmental information for the small scale and large scale improvements being studied. An example of a navigation model is shown here.

- \* *Model construction is underway on navigation models of Locks and Dams 22 and 25.* These two locations were selected as representative sites for the Upper Mississippi River System.

- \* At the point in time when the system economic benefits, project costs, and environmental impacts are determined, a recommended plan will be formulated and carried forward for possible implementation.

At this point in the study, it is unclear what the recommended plan will be, or, if an action is recommended, what site will be selected for first implementation.

- \* The Engineering Work Group has established an Engineering Coordinating Committee that provides updates to representatives of the states and navigation industry, and provides status reports to the Governors' Liaison Committee.

We also coordinate with the Navigation Environmental Coordination Committee and the Economics Coordination Committee.

- \* In closing, the Engineering Work Group is providing information on a system basis that is unlike any Corps of Engineers project ever attempted before.

This has created a challenge that can only be overcome with the coordinated efforts of the states, navigation industry, environmental community, and with public involvement.

I will be glad to answer any questions during the question and answer period.

\* Kevin Bluhm will now provide a brief outline of the public involvement activities associated with the Upper Mississippi River - Illinois Waterway System Navigation Study.

## PUBLIC INVOLVEMENT

- Good evening. The Public Involvement Work Group has identified two goals for this study:

to inform and educate the public and solicit feedback through open communication; and

to include in the planning process all publics interested in and affected by the study recommendations.

- In order to achieve our two goals, we have identified four objectives.

As I explain each objective, you'll note that they overlap in many areas.

Our first objective, public information, allows us to provide you with study data,

\* such as we do with our study newsletters and presentations.

\* Public affairs is a form of public information, but the emphasis is on providing the media with information on the navigation study and answering their questions and concerns.

Public **affairs** also includes discussions with anyone outside of the media with an interest in the study.

\* The public education objective allows for the Corps of Engineers and the public to educate each other on the river.

You can educate us because many of you live, work, and play on the river.

And we can share with you what we've learned over the last many decades about the environment, the aspects of navigation, and the economy of the midwest.

\* Our fourth objective is public involvement, which encourages an information exchange between the Corps and you.

'An example of public involvement is public meetings, such as this one.

Each set of public meetings has a purpose that coincides with where we're at in the study.

As you know, this set of public meetings is for you to help us identify problems and opportunities that you see on the Upper Mississippi River and Illinois Waterway navigation system.

We'll use your input in the planning process as the study progresses.

- \* The most visible role of public involvement is the products that we produce or work on during the feasibility study.

The Public Involvement Plan is designed so we will:

produce three newsletters each year;

conduct public meetings and workshops throughout the remainder of the study;

inform the media of our events (so they can notify you);

maintain a toll-free automated telephone system for your use anytime; and

consider your input in our study.

- \* A Public Involvement Coordination Committee was established to help review our products as we work on them.

Attendees to date have consisted of representatives from each of the five states in the study area.

The committee meetings are announced in our study newsletters and are open to the public.

- \* Our Public Involvement Work Group will continue to be active throughout the remainder of this feasibility study.

After this set of public meetings we will analyze what you have told us by your statements, questions, and evaluation form comments. We will include summaries of the results in our next study newsletter.

The information gathered at these meetings will be used in the planning process by all study team members as we work on our list of alternatives to address study issues.

- \* We are planning a set of public workshops for next spring or early next summer.

- \* These workshops will be designed to allow each participant to identify alternative measures to address the problems and opportunities identified at this set of public meetings.

- \* As the study progresses, we will hold more public meetings to keep you informed of study status and to gather your input.

- \* In closing, I'd like to mention several ways that you can keep informed about the progress of the navigation study.

You can attend meetings like this one.

- \* Read our newsletters -- they're published three times each year. Each newsletter contains a comment sheet that you can use if you have concerns or questions. If there's a topic that you would like to see discussed in the newsletter, please let us know.

- \* Each of you has a copy of the most recent newsletter in your folder. Previous editions are posted on the display boards in the back of the room.

- \* If your organization would like a study team member to talk to your group, please contact us. You can do so by calling or writing to us.

There are numbers listed on the back page of the study newsletter.

- \* The 800 number is a good way to get study information, leave messages, and to be added to the study's mailing list if you're not already receiving information about this study.

- \* And again, feel free to write to us.

The address is listed on the back page of the study newsletter.

We will assure that you receive a response.

Contact us in the way that works best for you.

That completes the public involvement portion of this presentation.

If you have questions, I'll be happy to answer them during the question and answer period.



\* So, as you can see, we are interested in your involvement now and throughout the study process.

\* As I noted in my introductory remarks, we'll now proceed with your written statements, written questions, and then general questions.

**(TURN PROJECTOR OFF)**

First, I'd like to note that it is possible to disagree without being disagreeable. There are a variety of interests represented here tonight, and it will be helpful to all of us if everyone has an opportunity to speak and be heard.

Second, let me remind you that each person is asked to limit his/her statement to 5 minutes. I'll give you a signal at the end of 4 minutes that you have one more minute.

We'll now hear from those who indicated on the registration form that they want to make statements.

Please come to the microphone when I call your name. Let me read the first three persons' names who noted they wanted to make a formal statement -- let me apologize in advance if I mispronounce your name -- that's why we ask you to introduce yourself before you begin your statement.

The first speaker will be \_\_\_\_\_, and as he/she is moving to the podium, the next persons will be \_\_\_\_\_ and \_\_\_\_\_.

Please make sure the microphone is positioned so we can all hear and so the stenographer can write down your statement. And again, please introduce yourself before you begin to make your statement.

**(Say after each statement is made:)**

Thank you, Mr./Ms. \_\_\_\_\_. As I noted, \_\_\_\_\_ is up next, and when he/she is coming to the podium, Mr./Ms. \_\_\_\_\_ will follow.

Thank you for your statements. Let me remind you that if you have prepared statements, be sure to turn them in to the registration table at the end of the meeting.

If you wish to mail in a written statement, please send it by December 18th to our Rock Island District office at the address listed at the back page of our study newsletter.

**(Written questions and answers)**

We'll now try to answer the questions of those who indicated on the registration card that they have questions. There are a lot of questions here and there may be several questions in the open session. If we find there are questions that we are not readily able to answer, we will note that and provide a written response in the near future?????

We've grouped the questions for each of the managers in the order of their presentations. At the end of their responses, we will move to the next set of questions.

Teresa, what questions did you have regarding the overall study management?

**(When finished...)**

Don, what questions did people pose about economics?

**(When finished...)**

Ken, how about environmental questions?

**(When finished...)**

Bob, do you have any engineering-related questions?

**(When finished...)**

I'll now respond to these public involvement questions.

**(NOTE TO PRESENTERS: If there are no questions for a given area, you should say something like: "We didn't have any questions specifically for \_\_\_\_\_, but if there are some that you think of, don't hesitate ask the questions during the open question and answer period or see me after the meeting.")**

**(End of written questions and answers)**

Thank you for your questions.

We'll now move to the general questions and answers session. Please raise your hand and when I call on you, come to the microphone so everyone can hear your question. Also remember to state your name for the audience and then ask your question.

**(If the meeting is still going strong and it's 10 p.m., say something like:  
We've been going right along since 7 p.m. without a break, and some of  
you may have commitments or made other plans. If you have to leave,  
please make sure that you complete the yellow evaluation form and leave it  
on the registration desk as you leave.)**

**(If the meeting is proceeding on schedule, after the general question and  
answer session, continue with:)**

Thank you for your questions.

\* As we approach the end of this meeting, we think it is important to learn what you think about this type of meeting. You will find an evaluation form in your materials and we would ask that you take a few minutes to complete that information now ... and be sure to add any comments on the space provided or on the back of the page.

Please help us recycle our materials. If you do not wish to keep your materials, please leave them at the exit so we can redistribute them or recycle them.

I'd like to thank you all for attending this meeting and for your continued interest in this study.

We'll look forward to seeing you at our public workshops.

Good night.

**APPENDIX D**

**WRITTEN QUESTIONS**

## **ST. LOUIS, MISSOURI**

## **ST. LOUIS, MISSOURI**

### **STUDY MANAGEMENT**

How can this study NOT consider flood control issues?

How is this study being coordinated with the recommendations of the Galloway report?

The Missouri River is probably the major tributary of the upper Mississippi, yet according to the map in the foyer, it is not included in the Nav study. To what extent has the Corps addressed the implications of the Missouri River Division's Preferred Alternative on the viability of navigation on the Mississippi?

Will people who live along the rivers have any specific rights as to security from future flooding? Who, industry or wildlife, or people who live by rivers, has priority?

### **ENVIRONMENTAL**

Ecological damage caused by projects?

Will environmental and resource concerns/impacts receive equal attention and funding as the navigation and water control issues?

Information on pleasure boating?

How much total is being spent on an environmental impact statement?

### **ENGINEERING**

Will this equal dredging to deepen river channels, or increasing normal pool?

Will you allocate 15% (approx) of your funding for non-structures?



**PEORIA, ILLINOIS**



## **PEORIA, ILLINOIS**

### **STUDY MANAGEMENT**

Barge traffic?

How many locks are we talking about?

What is the total cost?

What will be the source(s) of funding?

Study cost?

### **ECONOMIC**

Why can't the railroads handle more traffic?

Do you plan to calculate into your benefit/cost ratio the economic harm to the railroads and the environment? What about the piecemeal justification and construction of projects without calculating the benefit/cost ratio for the whole (like the keystone of it all Lock and Dam 26)?

What concerns do you have that increasing lock size will increase barge traffic on the river?  
What environmental problems will this cause?

Will the U.S. Army Corps of Engineers assess the economic viability of increasing the navigation system from 9 feet to 12 feet? If so, will they include all subsidies, construction and maintenance, easements, and compensation for damages? Will it still be economically productive?

### **ENVIRONMENTAL**

Wildlife habitat?

Water quality?

Inclusion of fish and wildlife concerns?

No till law passed (5) miles within water?

Has there been an environmental impact study done?

How will this effect the mussel industry?

How to resolve potential conflicts between recreational and barge movements along Illinois River; especially accidents? How to respond to these emergencies?

What will be the affect on turbidity?

## **ENGINEERING**

Will the river level be raised?

Will dredging take place?

Will the water level change?

How will stream bank erosion be prevented?

Construction costs?

Current levels as a result of last years flood?

What measures will be taken to slow bank erosion?

There are 17,000 acres of federal and 30,000 acres of state conservation areas, 34,000 acres of private hunt clubs, and 190,000 acres of agricultural land within the floodplain on the Illinois River; the potential impacts to these areas could be significant. Compensation could be significant if it is at all possible.

**CHICAGO, ILLINOIS**

## **CHICAGO, ILLINOIS**

### **STUDY MANAGEMENT**

Will there be a need to build any new dams?

Will the Corps complete the studies called for by the Plan of Study drawn up in conjunction with the building of the second lock at Alton before it studies new navigation construction? If not, why not?

### **ECONOMICS**

How would you define the National Economic Benefit for navigation?

### **ENVIRONMENTAL**

Why was the National Academy of Science denied the opportunity to comment on other than the environmental study?

### **ENGINEERING**

Will the lock closures scheduled for the Illinois River for July and August begin and end on time?

Update on 1995 lock closing on Illinois River?

Are there opportunities on the Upper Mississippi or Illinois to utilize cell technology locks to help reduce costs?

Are there any benefits to eliminating 2 or 3 dams - replaced by one new one?

What would be the environmental benefits or losses to replacing 1, 2 or 3 with 1 new (lock)?



**DAVENPORT, IOWA**

## **DAVENPORT, IOWA**

### **STUDY MANAGEMENT**

What are your long term plans for the river?

Why! Why is Corps doing study?

Are flood control projects going to be coordinated with the Water Resources Development Act and the Galloway Report?

How much will be done for the development of the riverfront?

Why are you now charging boat launching fees at some ramps?

### **ECONOMICS**

Economic needs of river transport dollars lost to wait time and locks?

Jobs created by river industry and dollar impact?

Taxes are used to maintain river depth and our dams and yet pay subsidies toward the barge companies. Its not right.

### **ENVIRONMENTAL**

How will more barge traffic affect my recreational use on the river?

Better barge lighting to be more visible for the novice small boater.

What have you done and are going to do about siltation?

Does the study compare the movement of sediment from navigation and dredging which is minuscule to the enormous natural distribution of sediment from annual flooding and major flooding, i.e., 1993?

Planned impact on habitat and use of the river other than commercial?

Is fish and wildlife habitat being considered along with shipping interests?

What has happened to vegetation growth on river?

Is there going to be an EIS? If not, why not?

Are impacts of expanded navigation capacity on the environment going to be studied prior to expansion?

The Corps did a great job in creating backwaters when they built the dams. Over the past 50 years these backwaters have steadily degraded with little or no maintenance from the Corps. Will the Corps exhibit this same lack of interest in the following 50 years?

Why is so little money being spent looking into the effects of navigation on fish and wildlife? As a taxpayer I expect more!

Dredging - silt is dumped on islands which in turn ends up back in backwaters - filling the fishery? Can't dredging siltation be trucked inland to prevent this ongoing problem?

What will the impact of the proposed dam system on wetlands, wildlife and how will it affect sedimentation in the river?

Ecologically what environmental safeguards are you proposing for any of the 10 most endangered rivers in N. America?

What will happen to backwater areas?

What will be done for habitat?

Methods, procedures, commitment to long range protection of river ecosystem and while maintaining commerce business?

What is happening with National Science Academy adding environmental impact to study for \$385,000+?

Why do environmental groups such as Izaak Walton think this meeting is being held only because it is required in study? The information will not be used in decision presentation - it will be watered down.

Lack of attention given to backwater refuge areas.

Lack of attention to fishing areas in pools 13 through 18.

Too much barge fleeting.

Too much barge parking.

## **ENGINEERING**

Why is it necessary to maintain such a low pool?

Why does the river level fluctuate so much?



Why is the Corps putting more and more rock in the river? This is causing more and more silt in sloughs and backwaters.

Why do you have to drop the river so drastically even when it is at normal pool level - especially it seems on the weekends?

Why the constant raise and lower of pool level? How is this or will it generate a new flood plane?



**SOUTH ST. PAUL, MINNESOTA**

## **SOUTH ST. PAUL, MINNESOTA**

### **STUDY MANAGEMENT**

Who will pay for these plans?

### **ECONOMICS**

When will the costs of navigation be paid by those who depend on and use the systems?

Are the costs studies, maintenance, upgrade and new developments all projected for the next 20 years?

Not knowing the details of discussion, my main concerns are: 1) aside from maintenance/replacement of locks and dams -- what other forces are driving the upgrading of this system? 2) Are we going to see large scale increases of traffic which will definitely have an effect on adjacent shorelines and vulnerable wetlands and refuge areas?

What will any improvements cost?

Who will pay?

Is there an estimate of economic benefit to the region now, and how does this compare to costs?

What percentage of this cost is paid by barge companies?

I understand that a law the Clinton administration passed requires the towing industry to pay for 50% of capitol improvements. I also understand that the towing industry does not have anywhere near that amount of money or even close to it. Who will pay for the expansion if this feasibility study gives the go ahead?

Why do we need to look at expansion of the lock capacity to accommodate the grain companies? (Do they) need to have excess capacity to assist their short-term market (share)?

### **ENVIRONMENTAL**

Have you addressed the explosion of pleasure boat traffic from L&D #10 north?

I'm very concerned about maintaining a river environment that supports mussels and fish.

It is important for healthy ecology of the Mississippi River that fish be able to move freely through locks and dams. Will steps be taken to ensure fish can move easily up/down the river?

Most of the Mississippi River is more lake-like, will efforts be taken to restore river-like environment?

Double hulled vessels for hazardous and petroleum products?

Have you done, or will you do, an environmental impact statement?

Clean up procedures in the event of a spill?

What maintenance do you expect to be performing of shorelines, shoreline stabilization, closing dams to side channels, and wildlife and fisheries habitat enhancement?

Please comment on Greg Breining's article in the Nov/Dec. 1994 issue of Volunteer about loss of an entire ecosystem. Also the Iowa Public Policy Report (p. 16-17).

Will environmental impacts with special attention to water quality impacts be identified and addressed in the study?

Impact on recreational boating?

What steps have been taken to lessen the silting coming from the Minnesota River?

Why is the proposed systemic EIS for the Mississippi River Navigation System not including the cumulative historical impacts that have resulted from operation of the system?

Environmental impacts, please address.

What will the impact of this project be on the quantity and quality of wetland habitat for waterfowl?

Why are environmental considerations for the proposed navigation expansion not weighed as heavily as economic issues?

Why has there not been a comprehensive study done on the long term effects of the current navigation system?

How can the Corps even consider expanding commercial traffic in light of the evident ecological destruction caused by current levels of traffic and dredging?

Will the Corps investigate system-wide impacts to natural resources due to the operation and maintenance of the navigation system?

Will the Corps complete a comprehensive economic analysis of the current navigation system, including environmental costs and alternative forms of transportation?

Pollution? How will study address pollution?

## **PUBLIC INVOLVEMENT**

What happened to the input you received at other public meetings in the past?



**LA CROSSE, WISCONSIN**



## **LA CROSSE, WISCONSIN**

### **STUDY MANAGEMENT**

If locks are to be expanded - how far up river will they go? For example, will extension of locks end to lock and dam 14?

Area had flood problems 1993 - what consideration is given this? Flood-control?

Why can't you let the river be a river?

Has Corps considered there are limits to what the river can handle in regard to commercial traffic?

12 ft. channel?

Does this need congressional approval?

Why the need for increased lockage capacity for navigation?

A show of hands for and against improvement of the dams?

The Water Resources Development Act of 1986 calls the Mississippi River a nationally significant transportation system and equally a nationally significant ecosystem. When will the ecosystem get equal planning and money?

Why does the Corps of Engineers feel the need to increase the national debt for our children to pay for an environmentally detrimental project that will benefit a private industry? This is pork!

Why should the tax payers fund such a project!?

Where is the proof that such projects won't harm the environment?

When will all this stop!

Will you guarantee no other expansion projects?

What congressional act authorizes such a project?

Is it true the Corps of Engineers budget is 2nd only to National Defense?

In 1854 the Corps of Engineers was authorized by Congress to remove stumps and debris from the Mississippi main channel -- How did that turn into the Corps owning the river?

How do we get the Corps off the Mississippi?

I am very concerned about any plans to increase the channel depth to a 12 foot channel depth. I would much prefer to stay with the existing 9 foot channel system. I feel that the larger barge pushes boats and channel straightening associated with the 12 foot channel system would be detrimental to the river and adjoining backwater areas as related to fish and wildlife habitat - hunting and recreation.

Is this leading to a twelve foot channel?

Retain barge usage.

## **ECONOMIC**

Has the federal government studied the basic bulk commodity transportation needs of the Midwest outside of the context of river navigation?

Are there other ways to transport bulk commodities or process them that are economically sound yet do not damage the river's natural resources?

Why have barges increased in size?

How much does each citizen in the country benefit (money wise) from commercial navigation?

How much will each citizen pay for O&M and for the billions of dollars needed to upgrade the system?

Would there be a rate increase for barges using?

How do railroads and trucks feel about barge traffic use of inter-modal commercial public facilities?

How much is the public currently paying to subsidize operation and maintenance of the lock and dam system? If it had to, would the navigation industry be able to cover those costs and still make a profit?

Why can't the grain/coal shippers use rail or truck it's existing already?

Recreation, fishing, and hunting bring in more revenue than barge use, why are you catering to them?

Does the economic analysis include future environmental costs of navigation above L&D 11?

Who pays for the 1260 ft. locks? Who benefits?

Are lockage delays (where they occur now) seasonal in the spring and late fall or are they year round? If seasonal why must "rush hour" demand be relieved instead of scheduling to reduce or eliminate delays?

If delays are relieved where they currently occur, what is to prevent them from shifting to the next upstream ((cool)) lock?

Try to convert delays to cost when assumedly the delays are caused by shippers all wanting to move at the same time.

What type of net benefit is expected by enlarging channel?

Do barge companies pay any fees!

Will larger locks increase barge traffic or simply speed up time for existing tows?

Do barge lines pay any tax?

Why does the Corps of Engineers promote the interests of barge operators to the exclusion of competitors, ecology and recreation?

Who benefits for the expansion and modification?

Why don't the tows pay a user fee?

Could these improvements be funded through this fee?

How much does it cost overall to transport a fully loaded tow through all 27 locks?

How much does it cost for each lock?

How much fuel do they use during the whole trip?

How can we be sure that the facts and figures (statistics) on the subjects that you give are totally unbiased?

Is full consideration of federal subsidies (L&D, dredging, crop & agriculture) being considered in the economic model? Reference statistics from Dept. of Agriculture research being collected by Dr. Dennis King and Assoc.

If greater capacity increases traffic, and leads to delays at a higher level, what is the next step?

Where will the money come from to rebuild dams?

Who will pay for the proposed project?

Who (exactly) will benefit from the project?

It is our understanding less than 10% of the costs of operation of the upper Mississippi is obtained through operating revenues, the best is through taxation. Is this correct and if so please justify?

## ENVIRONMENTAL

How do you plan to balance cost of lost natural resources due to expansion?

The EIS must include an economic and environmental evaluation and cost account of bulk commodity transport and processing alternatives.

Environmental protection given?

Will the study look at the river from baseline - before any introduction of lock and dam installation and costs - and each step of lock and dam introduction and additional lock work - in respect to impact on the river and - costs to taxpayers at each level?

What precautions for spills or to prevent spill with increase in navigation does Corps of Engineers have at this time or in future?

Why doesn't the study use the river without locks and dams as a baseline model?

The river is already in decline as a result of the stresses currently being placed upon it. I would be very interested in learning what percentage of this project's budget will go directly toward preserving and protecting the wildlife both in and around the river.

Please keep barge traffic down - our banks are eroding from them coming so close to the shore. Need to move the channel markers over away from the shoreline.

Why has the Corps failed to help the property owners along the river against severe erosion caused by channel maintenance and barges?

I understand that the "Baseline Condition" you propose to use in impact analysis is river as it exists in 1999 or whenever the studies begin. This means that you will compare an already impaired ecosystem to some future condition. Why not use as "Baseline" those conditions which existed for thousands of years before human activities impaired it?

How does the Corps intend to repair or restore ecological systems impaired or destroyed by present system?

The cost of and extent of damage being done to the river now and it's future damage by the barge industry?

The inevitable loss of a riverine ecosystem as a result of an impounded river system?

With many river communities drawing much of their drinking water from the river, what impact will this new plan have on water quality?

Results of Navigation Environmental Coordination Committee -- Where are records of these meetings available?

Are you listening to the biologists?

Backwater sedimentation?

Shoreline erosion?

Recreational safety?

Beaches on the Mississippi?

Beaches?

Why are no system scale effects of the navigation infrastructure at both short and long term time scales being considered?

Why is there not parity in the level of funding between environmental and development activities?

Why wasn't the L&D 26 EIS completed prior to the construction of the dam?

The natural wet (flooding) dry (low water) levees of the river are being affected by the computer control of the water levels. This has affected the vegetation in the river and the fish population. Has any consideration been given to allow a natural dry period to allow vegetation to grow?

I would like to see a comprehensive - that is, species specific impact evaluation that is all inclusive and weighs natural biodiversity interests against short and long term benefits and losses of expanded river navigation interests, each species in its natural landscape - and I want to see the species specific impact study plan.

How will these plans affect sedimentation within the pools?

How does plan accommodate rapid sediment accumulation in pools?

Is there any concern for the sediment from the Chippewa River?

What affect will this have on the turbidity of the river?

What will be impact on wildlife and fisheries?

What will be impact on tourism if increased traffic adversely effect fish and wildlife?

Why is all this money going to barge traffic and navigation at tax payer expense - yet nothing given to restoring fisheries?

How are fish and wildlife needs and impacts being addressed in plans to expand commercial barging capabilities on UMR?

Has there been an environmental impact study on this?

The effect on small business taking a back seat to industry on the Mississippi?

Environmental quality of fishing and hunting and my taxes?

Impact on river quality impact on all wildlife including fish, birds, mussels, plant life, etc?

How will this impact our wetlands and waterfowl hunting?

How will environmental effects be addressed?

Environment is more severely degraded than shipping capacity.

How will proposed changes with dredging and modification of locks and dams change the already altered floodplain forest and species such as the Red-shouldered Hawk and amphibians?

Will habitat and backwaters be given equal consideration as commercial navigation?

Will there be the same amount allocated to the wildlife habitat preservation?

We don't understand the impact of the dam in place yet, how can we consider making "improvements."

Effect/plans for impact on fish populations/breeding?

How will the expanded lock and dam affect the health of the Mississippi and its ecosystems?

Is the U.S. Corps of Engineers aware of and concerned about the fact that the Mississippi has been added to the U.S. most endangered rivers list by American Rivers?

Protection of habitat and wildlife - aquatic and terrestrial as well as birds?

Is Corps sensitive to environmental impact and tourism along river?

Will the issue of increased barge traffic be considered as part of an integrated plan for river area maintenance?

How will proposed locks and increased navigation affect larval fish?

Are hunting, fishing, hiking, camping, etc. taken into consideration?

Data gaps in previous E.I.S.?

Backwaters?

Sports fish - hunting - trapping?

## **ENGINEERING**

As long as there is Congressional authority for a nine-foot navigation channel there will be a need to dredge. I understand that most disposal sites are almost full. As this material will need to be disposed of someplace where will it be deposited and at what cost? This continued action is not sustainable and needs to be included in projected O&M costs for this study.

Total cost of navigation improvements?

Does industry pay for all improvements and O&M? If not, why?

If barge traffic is increased, will pleasure craft locks be installed?

Will a wider channel unduly interfere with recreational use of the river? What about the safety factor (regarding recreational vs. commercial)?

As long as there is Congressional authority to maintain a main channel on the Mississippi there will be a need to dredge. Places for dredge spoil are disappearing fast. Where will the new spoil be deposited and if it is transported out of flood plain, who will pay?

How will rec boats fare with increased traffic?

Length of commercial navigation?

Channel maintenance?

Shoreline protection and channel depth?

Levy in LaCrosse





**DUBUQUE, IOWA**

## **DUBUQUE, IOWA**

### **STUDY MANAGEMENT**

Will any of the elements of the GREAT study of about 15 years ago be used for this study?

When will RFP's for the study be called for?

Do you really plan to listen to things that are said at this meeting?

If this much money is going to be spent for navigation will some be spent for other uses?

44 million for a study that should be a continuing process for the Corps - this is the Corps job.

This is strictly for big businesses and big money - simply a formal display to comply with the law.

Another Missouri River will be developed.

Are we going to treat the Mississippi River like the Missouri River?

Total project cost?

If there are any studies supporting the Corps plan? I would like a copy of each of these reports/studies.

Why does it take 44 million to do the study?

Why consider a multibillion dollar project for the benefit of a rather small interest group?

Why spend money on a study project that will never be built?

Too much emphasis on commercial traffic.

What is the relationship between the Mississippi Master Plan and this study?

Will the Mississippi end up like the Missouri?

Why is the Corps doing the study - instead of a consultant? It's a self-serving study.

## **ECONOMIC**

What about private land when it floods at 13 ft. stage?

What will this do for our county tax roll?

Are recreational boaters paying road use tax, state or federal, or both? If so, where is this money being spent?

What will this do to the taxation of a community?

What is the cost difference per ton - shipping by barge and rail and time difference to get to destination?

How much money does the barge line get from government, and to maintain the locks and waterway?

Why do you want a system that only benefits an industry (barges) that damages the river and ruins it for the majority?

How much do the barges pay to use the river?

How many months per year are locks used?

Who is paying for the studies and lock improvements?

Why should our tax dollars destroy Iowa meat growing by supporting southern growers with subsidized grain shipping?

What is difference in cost of shipping grain by barge and by train?

How much does government subsidize barge? Rail?

We as taxpayers would pay for lock enlargement - why?

Do barges pay anything to go through locks?

When will commercial navigation pay for their own barge navigation?

Who will change actually benefit?

Cost and cost studies - Why?

Economy of rails in future?

Ultimate end use of products being shipped by barge?

## ENVIRONMENTAL

What does DNR do about stopping this waste of taxpayers money? If they can fine a farmer for putting manure in a stream they can stop this bull.

How do you justify enlarging barges/motors as they destroy animal/aquatic life?

Why destroy the beauty of the river...don't make it a canal.

What protection against river contamination by leakage do barges carrying bulk liquids incorporate? Double hulls? Independent tanks?

What proportion of the project budget is earmarked for environmental aspects?

Wish not to increase barge traffic as studies show that this would seriously affect the river.

After reading in depth - studies which continually address the severity of impact upon the biology and the river as a whole, I see severe damage by increasing barge traffic.

Use O&M money to maintain fish and wildlife habitat at the same funding levels as that spent on navigation.

Silting in backwater without any dredging.

Radical changing of pool levees.

Poor spawning of fish due to no habitat.

Can your study flume in Vicksburg assess sediment transport into backwaters by tow passage? Will the flume be used to quantify fish entrainment through props? These are basic questions that need to be answered.

Why hasn't the Corps paid Iowa DNR the mitigation money for damage done to Missouri River? I believe it is 100 million dollars.

Can this process be altered to include time for a total environmental study?

Will impacts to the fish and wildlife from previous lock and dam activities be addressed by this study?

What good do you think this will do for the landowners and hunters?

Why do you want to destroy the present wetland habitat?

Won't this flood a lot of crop ground?

How many biologists are on committees?

What is the economic benefit of recreation on the river?

Environmental impact?

Is it possible to use computers retrospectively to show what middle America would be like if levees and dams had never been built?

How does one evaluate "the law of unanticipated consequences" in relation to ecological losses?

With tons and tons of animal waste draining into river, why are pleasure boats so severely restricted?

Habitat?

Control farm run off? Why?

Control street run off? Why?

How will more barge traffic affect fishing and other recreation on the Mississippi?

How much money is being spent by the Corps to support barge traffic? How much money is being spent by the Corps to support the fish and wildlife along the river?

What will large towboats do to fish populations?

How will this affect the fishing, especially spawning of bass, crappie, bluegill, etc. in backwaters?

To what extent will this affect backwater fish and wildlife habitat?

What effects will the widening of the navigation channel do to fishing and hunting habitats?

How will this project effect the river system?

How does it affect the backwater?

Why doesn't the Corps do any selective dredging in backwater sloughs to facilitate flow and prevent siltation, thereby protecting wildlife habitat?

Results of quality of fishing?

Backwater habitat for spawning, fishing, etc?

How will increased navigation affect off-channel habitat?

Will increased navigation turn the Mississippi into a rock-lined canal similar to the Missouri River?

Will the environment receive equal consideration with navigation? (It has not been so in 90 years of river management, will it be in the future?)

The impact on environment - specifically, effects on nesting areas, wildlife habitat loss, etc.?

What will happen to the wildlife - fish - birds - etc.?

What impact will this have on the Mississippi River habitat for fishing, hunting, recreational use?

Environmental impact?

What about wildlife and fishing?

What about boating and recreation?

Obvious environmental impacts?

What will this do the fishing in the river?

What will happen to our future fishing?

What will happen to our backwater effecting our future hunting?

What about our water fowl?

What will be left for our children?

Would like to know about habitat improvement and the loss of aquatic vegetation the last 4 years?

What will be the effect on wildlife?

What will be the effect on recreation?

## **ENGINEERING**

Why do we have a water level going up or down all the time?

Why can't they keep the level longer?

What will be the effect of lock expansion on downstream flooding?

What will raising the channel water level do to the water table?

Does the Corps plan to raise levels above the 9 foot navigation stage?

Will this change the 9' channel?

Will the channel be depend or the river level raised?

What changes in channel depth and current flow can be expected as a result of proposed construction?

How much control over day to day river depth can the Corps regulate?

Why have the river jump around up and down?

What will "training" structures do to backwaters?

Does the Corps deny that it is attempting to channelize the pool between Gutenberg to Dubuque by putting in new closing dams and all the other dumping of rock to close off water going to the back chutes?

How do you deepen the river channel?

What channel depth are we talking?

How much increased current flow?

How much side channel silting in new channelization?

## **PUBLIC INVOLVEMENT**

Is it possible to get more information over the Internet?

Why don't we get to vote on items such as this during normal elections?

How come the public wasn't notified earlier?

What happens to the comments made at this meeting? Are they just lost in the bureaucracy of the Corps?

**DES MOINES, IOWA**



## **DES MOINES, IOWA**

### **ECONOMIC**

What is the revenue from barge operators as compared to cost of operating locks and dams, etc.?

Have any design alternatives for barges been investigated which may allow the barges to operate in a shallower channel?

### **ENVIRONMENTAL**

Do the proposed lock and dam additions address any concerns beyond shipping? (i.e., will the locks address sediment problems and increase them?)

What studies have been made on the effect on nesting habitat of birds?

### **ENGINEERING**

Non-structural development?



**APPENDIX E**  
**WRITTEN STATEMENTS**

**ST. LOUIS, MISSOURI**

# Mississippi River Basin Alliance

MISSISSIPPI RIVER BASIN ALLIANCE  
COMMENTS ON THE  
US ARMY CORPS OF ENGINEERS  
UPPER MISSISSIPPI RIVER-ILLINOIS WATERWAY SYSTEM  
NAVIGATION STUDY  
November 7, 1994  
St. Louis, MO

Good evening; my name is Suzanne Wilkins. I am speaking on behalf of the Mississippi River Basin Alliance, a citizens coalition comprising over 60 groups located throughout the 10 mainstem states and the rest of the basin. The Alliance unites environmental justice organizations and traditional conservationists around issues impacting the Mississippi River. The Alliance's purpose is to "protect and restore the ecological, economic, cultural, historic and recreational resources in the basin; and to eliminate barriers of race, class and economic status that divide us in the quest to achieve these purposes".

We appreciate the opportunity to provide comments on the scope of the study. It is critical that the Corps undertake a broad enough study - balancing navigation with the other river uses - so that it can adequately undertake an Environmental Impact Statement to fulfill the NEPA requirements.

As long as humans have inhabited the Mississippi basin, the river has been used for shipping of materials and goods. Indeed, commerce is an integral part of the Mississippi's history. However, the construction of the lock and dam system on the Upper river has irrevocably altered the river's hydrology and basic aquatic functions, and it has impacted the health of downstream residents.

As the Corps continues its multi-year \$44 million study to expand the Upper river navigation system, **the Alliance urges you to balance the overall scope of the study.** For the past two or more years, the Navigation Environmental Coordination Committee (NECC) - a group of state and federal agency representatives - has urged the Corps to expand its study parameters. They have proposed an extensive list of environmental work that they believe critical to balance the navigation studies. **The Alliance urges the Corps to seek the necessary funds - some \$24 million - to undertake the 11 environmental studies proposed by the NECC.**

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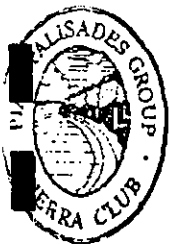
In addition, **we believe that the timetable for the navigation study should be altered**, so that the recommendations to Congress on navigation can be made at the same time these environmental studies could be completed. Indeed, one wonders how the Corps had intended to complete an EIS without the very studies that the science and wildlife experts have all along said were necessary.

In addition to expanding its environmental studies, the Alliance believes that the Corps needs to include the following considerations that have over-arching ramifications:

- \* the need for increased grain production, the subsidizing of bulk commodity transportation, and alternatives to river transportation; and
- \* the impact of increased herbicide and pesticide use and impacts on downstream communities, whose water quality will be degraded further and whose neighborhoods will be impacted by increased grain elevator operations.

Finally, the Alliance believes that the Corps navigation study must be accompanied by an independent evaluation both of the underlying assumptions upon which the Corps is now proceeding and of the downstream impacts. We urge the Corps to reopen its discussions with the National Academy of Science or to seek another agency to undertake this work.

We thank you for your consideration of these matters.



# SIERRA CLUB-PIASA PALISADES GROUP

## CONSERVATION CHAIRMAN



Hello, my name is Jim Bensman and I am representing the Piasa Palisades Group of the Sierra Club. In the late 70's it was our local group that blew the whistle and sued when the Corps illegally tried to replace Lock & Dam 26. The river navigation system is the most ecologically destructive mode of transportation. The Corps and the barge industry have devastated the ecological integrity of the Upper Mississippi River System. As a part of the authorization of Lock & Dam 26, Congress directed that money be spent to mitigate the damage of the barges. The Corps has subverted this program too. For example, the Corps is currently using this money to bulldoze bottomland forest, including huge pecan trees, at Stump Lake.

Back in the 70's, the Corps used all kinds of tricks to deceive Congress and the public. For example, they often claimed that barges use the least amount of gas. To make this misleading claim, they compare river miles to railroad miles. Rivers meander, railroads go in a straight line, so a train has to travel a much shorter distance than a barge does.

The Corps appears to be back to its old tricks again. To add credibility to this study, the Corps originally agreed to work with the National Academy of Science. When the Academy wanted to be able to independently evaluate Corps claims, the Corps said no. Now the Academy is no longer participating in the study. Thus, the Corps and anything they claim in this study have absolutely no credibility.

The Corps and barge industry like to claim the barge lines are the cheapest transportation method. They are the cheapest for the nearby shipper. This is because the taxpayers, not the barge industry, spend billions of dollars to operate and maintain the navigation system. This does not include the cost of building the dams. If the barge industry had a user fee that would recovery a significant part of the cost to operate and maintain the system, we would no longer have a barge industry. This is because the barges would be the most expensive means of transportation to the shipper. Other transportation means which costs the taxpayer less, such as railroads, could be relied upon.

We also need to look at the contribution of the navigation system to last year's flood. The operation of the navigation system has destroyed millions of acres of wetlands. Research by the Illinois Natural History Survey shows that a 1% increase in wetlands in the watershed results in a 4% decrease in flood peak levels and an 8% increase in the flow during low flow periods. Thus, this destruction of millions of acres of wetlands increased last years flooding. The navigation dams also constrict and restrict the flow of the river in high flow times. This backs up the water and increases flood heights.

Last year's flood showed us that we do not need barges to meet our transportation needs. The upper Mississippi was shut down for eight weeks during the prime shipping season. Other transportation modes easily took up the slack. In the summer of 92, the river was closed because of drought conditions. The barges were not missed then either. Clearly, there is no need for river transportation.

The Corps is asking the wrong question in this study. The Corps should not be asking if the navigation system should be expanded as the answer is clearly no. The Corps should be asking if we should continue spending billions of tax dollars to subsidize a transportation method that cannot operate in the winter, droughts or floods. What would have happened if we had a national emergency during last year's flood?

The Corps should consider the alternative of removing the dams and restoring the Mississippi River Ecosystem. This would save the taxpayers billions of tax dollars, as we would no longer be subsidizing this ecologically destructive mode of transportation. All kinds of jobs would be created removing the dams and other navigation aids. There would be barge industry job losses, but increased jobs in other transportation industries would compensate for them. This alternative would also reduce flood levels and have enormous beneficial ecological impacts. Yes it would increase the cost to shippers who use the barges, but is it fair for only the shippers who live near the Mississippi to have this huge taxpayer give-a-way? What about farmers in Nevada, why shouldn't they get the same level of subsidization? If society believes transportation subsidies are needed, they should be given to the shipper, not the transportation industry.

Thank you for the opportunity to comment.



**PEORIA, ILLINOIS**



November 1994

UMRCC Statement on Corps of Engineers  
Mississippi and Illinois Rivers Systemic Navigation Study

In December 1992 a public meeting was held in Chicago Illinois to hear public comments on the Army Corps of Engineers proposed study plan to investigate navigation improvements on the Mississippi and Illinois Rivers. At that meeting the UMRCC offered several comments for improving the proposed study plan. It has been almost two years since that meeting and the UMRCC is extremely disappointed that critical issues raised by the UMRCC and other resource agencies and organizations have yet to be addressed by the Corps' Headquarters. Only recently have these issues begun to receive attention due to a request from the five UMR state governor's representatives that resource managers concerns be addressed.

One of the purposes of this public meeting is to satisfy requirements of the National Environmental Policy Act (NEPA) to conduct scoping meetings "...for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." River biologists are concerned with three critical aspects of the current study: (1) There is insufficient time allotted to complete adequate impact investigations, (2) The long-term impacts associated with the continued operation and maintenance of the nine-foot navigation channel must be investigated before the significance of increased tow traffic can be predicted, and (3) A long-range plan for protecting and conserving UMR natural resources that are under the Corps' stewardship must be developed in conjunction with any navigation improvement plan.

Through the workings of the Navigation Environmental Coordinating Committee (NECC) it appears that scientifically credible study plans are being developed for investigating navigation impacts on UMR resources. However we are now beginning the third year of a six year study and have yet to initiate any of these investigations. If a draft Environmental Impact Statement is due

in September 1997, that leaves only two years to complete more than a dozen study components, integrate them into an as yet to be determined systemic impact model, and develop an appropriate mitigation plan.

The Plan of Study for investigating the environmental impacts associated with construction of the Second Lock at Lock and Dam 26 estimated that 8 years and approximately \$26 million would be required for these studies. Mississippi River biologists remain skeptical that sufficient time is available to conduct investigations needed to determine the significance of impacts associated with incremental traffic increases and complete appropriate mitigation plans. Mississippi River biologists insist that a thorough and complete investigation of all impacts associated with the maintenance of commercial navigation be accomplished before Congress authorizes any new navigation improvements. This includes appropriate mitigation planning for the (now completed) Second Lock at Alton and any additional improvements.

A second concern of river biologists is that environmental studies are focused only on the impacts associated with incremental increases in navigation traffic generated from any additional improvements. Although these studies are important and must be completed, biologists believe the most damaging impacts are likely to occur from continued operation and maintenance of the nine-foot navigation channel. Accelerated sedimentation due to the damming of the river will continue to eliminate productive shallow aquatic wetlands. The river's natural wet and dry cycles will continue to be impacted by water level manipulation at the navigation dams. Channelization will continue from further construction of river control structures. The lack of adequate long-term plans for environmentally acceptable placement of dredged material will likely cause future impacts to wetlands and aquatic habitats.

The impacts of increased navigation may not be significant when considered separately. However, when they are evaluated cumulatively with the O&M impacts mentioned above, they could be considerable. The Environmental Impact Statements (EIS) prepared for the nine-foot channel navigation project by the three UMR Corps Districts in the 1970's must be updated as part of this study. Otherwise the EIS for this study will be inadequate in the opinion of river biologists.

A third major failure of the current study plan is the lack of a proactive environmental planning element (i.e. an Environmental Quality (EQ) plan). In excess of \$44 million in public funds is being spent to justify spending billions of additional public dollars to meet the future demands of commercial traffic over the next 50 years. Yet there is no planning element to determine what fish and wildlife needs are for the next 50 years.

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is reflected in the following example. The Rock Island District Corps of Engineers budgets about 36 million dollars annually to maintain 314 miles of the Mississippi River navigation channel between Guttenberg, Iowa and Saverton, Missouri. An additional 20 million dollars is spent on Illinois River navigation. How much is spent in managing the 44,757 acres of terrestrial habitat and 161,000 of aquatic habitat on the Mississippi? The Corps of Engineers, who is manager for these public lands and waters, spends less than 200 thousand dollars annually on fish and wildlife habitat management. That equates to 0.5 percent of the Rock Island District's Mississippi River O&M budget being spent on the stewardship of the District's Mississippi River fish and wildlife habitat. Unless this inequality is addressed in the current study, there is likely to be little incentive for the Corps to rectify it in the future.

The UMRCC supports necessary efforts to improve our region's ability to transport commodities. These efforts however cannot be allowed to significantly impair the natural processes that maintain ecosystem integrity. We continue to plead that fish and wildlife resource planning receive equal consideration in planning for the river's future. Without the concurrent preparation of a fish and wildlife management plan for Corps managed fish and wildlife lands, UMR natural resources will continue their slow degradation over the next 50 years.

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Mike Talbot  
UMRCC Chairman

Heartland Water Resources Council

comments on the

United States Army Corps of Engineers  
Upper Mississippi-Illinois River Waterway System  
Navigation Study

Peoria, Illinois

November 8, 1994

Good evening. My name is Michael D. Platt. I am the Executive Director of the Heartland Water Resources Council of Central Illinois (HWRC). HWRC is a not-for-profit organization dedicated to the mission of managing the process of saving the Illinois River and the Peoria Lakes.

It is my understanding that the purpose of the Corps' multi-year \$44 million dollar study is to examine the need to expand and improve the navigation system of the Mississippi River and the Illinois River. It is also my understanding that the total cost of this proposed expansion may well exceed \$6 billion dollars.

With these two points in mind, I will offer some comments and general observations.

First of all, I think everyone recognizes that these rivers belong to the public. The public, being a diverse bunch of people, has many differing views about how these rivers should be used. Some of the public enjoys recreational boating, others like hunting, some just enjoy looking these rivers, and still others see the rivers as the infrastructure from which to conduct profitable businesses. Except for just gazing at them and taking in their beauty, almost every other kind of use causes an impact on the ecological health of these rivers.

Clearly, some uses create more impacts than others. A jon boat, for example, causes less impacts than, say, a 50 foot cabin-cruiser. And a 50 foot cabin-cruiser causes less impacts than a tow of barges.

No one I know would dispute these facts.

Spending \$6 billion dollars to improve navigation on these two rivers carries with it a very high price tag to the public in the form of further ecological deterioration of these already seriously altered ecosystems.

With that in mind, I urge the USACOE to conduct a rigorous environmental assessment of this proposed navigation expansion and to meet the challenge of addressing those ecological concerns which are raised tonight and will be raised at other hearings. For the Corps not to answer these very serious questions about the long-term ecological ramifications arising out of this proposed navigation expansion would be a serious breach in trust by the federal government to protect the interests of the general public who own these rivers.

Another point I would like to touch upon is how will the citizens of the United States, the taxpayers, be reimbursed for their expenditure of \$6 billion dollars to improve a navigation system for almost wholly the benefit of those companies who ship bulk freight by river.

In this time of serious budget deficits, it is absolutely proper that the taxpayers expect to be reimbursed for helping private companies sustain or expand their business. I remember that Chrysler Corporation borrowed over \$1 billion dollars from the taxpayers for just such a purpose and it was repaid with interest.

With this thought in mind, let's look at the new Melvin Price Lock and Dam at Alton, Illinois for a moment.

According to the Congressional Budget Office, at a 7% discount rate, every ton of cargo passing through the Melvin Price would have to be charged \$1.01 for the next 50 years to recover the taxpayer dollars spent on construction of that lock and dam. Frankly, I wonder how many bulk commodities would be shipped by river if a tow operator got a bill for \$18,000 for just going through that one lock, let alone all the other locks along the rivers that taxpayers today operate at a loss.

This begs a serious question. How will the taxpayer be reimbursed for helping the river shipping industry sustain or expand their business?

Spending \$44 million on a study with the possible implications of spending another \$6 billion on navigation expansion is not something the public who owns these rivers and who will foot the bill can take lightly.

Prove to the public that the ecological consequences can be overcome and that there exists a mechanism for the users to repay the public treasury from their increased profits and you can probably gain public support for these expansion plans.

Failure to properly address one of these issues will be difficult to overcome. Failure to address them both will lead to this plan's defeat.

**CHICAGO, ILLINOIS**



November 1994

UMRCC Statement on Corps of Engineers  
Mississippi and Illinois Rivers Systemic Navigation Study

In December 1992 a public meeting was held in Chicago Illinois to hear public comments on the Army Corps of Engineers proposed study plan to investigate navigation improvements on the Mississippi and Illinois Rivers. At that meeting the UMRCC offered several comments for improving the proposed study plan. It has been almost two years since that meeting and the UMRCC is extremely disappointed that critical issues raised by the UMRCC and other resource agencies and organizations have yet to be addressed by the Corps' Headquarters. Only recently have these issues begun to receive attention due to a request from the five UMR state governor's representatives that resource managers concerns be addressed.

One of the purposes of this public meeting is to satisfy requirements of the National Environmental Policy Act (NEPA) to conduct scoping meetings "...for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." River biologists are concerned with three critical aspects of the current study: (1) There is insufficient time allotted to complete adequate impact investigations, (2) The long-term impacts associated with the continued operation and maintenance of the nine-foot navigation channel must be investigated before the significance of increased tow traffic can be predicted, and (3) A long-range plan for protecting and conserving UMR natural resources that are under the Corps' stewardship must be developed in conjunction with any navigation improvement plan.

Through the workings of the Navigation Environmental Coordinating Committee (NECC) it appears that scientifically credible study plans are being developed for investigating navigation impacts on UMR resources. However we are now beginning the third year of a six year study and have yet to initiate any of these investigations. If a draft Environmental Impact Statement is due



in September 1997, that leaves only two years to complete more than a dozen study components, integrate them into an as yet to be determined systemic impact model, and develop an appropriate mitigation plan.

The Plan of Study for investigating the environmental impacts associated with construction of the Second Lock at Lock and Dam 26 estimated that 8 years and approximately \$26 million would be required for these studies. Mississippi River biologists remain skeptical that sufficient time is available to conduct investigations needed to determine the significance of impacts associated with incremental traffic increases and complete appropriate mitigation plans. Mississippi River biologists insist that a thorough and complete investigation of all impacts associated with the maintenance of commercial navigation be accomplished before Congress authorizes any new navigation improvements. This includes appropriate mitigation planning for the (now completed) Second Lock at Alton and any additional improvements.

A second concern of river biologists is that environmental studies are focused only on the impacts associated with incremental increases in navigation traffic generated from any additional improvements. Although these studies are important and must be completed, biologists believe the most damaging impacts are likely to occur from continued operation and maintenance of the nine-foot navigation channel. Accelerated sedimentation due to the damming of the river will continue to eliminate productive shallow aquatic wetlands. The river's natural wet and dry cycles will continue to be impacted by water level manipulation at the navigation dams. Channelization will continue from further construction of river control structures. The lack of adequate long-term plans for environmentally acceptable placement of dredged material will likely cause future impacts to wetlands and aquatic habitats.

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The UMRCC supports necessary efforts to improve our region's ability to transport commodities. These efforts however cannot be allowed to significantly impair the natural processes that maintain ecosystem integrity. We continue to plead that fish and wildlife resource planning receive equal consideration in planning for the river's future. Without the concurrent preparation of a fish and wildlife management plan for Corps managed fish and wildlife lands, UMR natural resources will continue their slow degradation over the next 50 years.

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Mike Talbot  
UMRCC Chairman

FISH AND WILDLIFE SERVICE STATEMENT ON  
THE CORPS OF ENGINEERS SYSTEMATIC  
UPPER MISSISSIPPI RIVER AND ILLINOIS WATERWAY NAVIGATION STUDY

November 9, 1994  
Chicago, Illinois

The Fish and Wildlife Service appreciates the opportunity to provide input with regard to the Corps' Systemwide Navigation Study for the Illinois Waterway and Upper Mississippi River. The issue today is the UMR ecosystem and not just the replacement of several locks and dams. In terms of navigation expansion we are at a decision point that is only surpassed by the original construction of the locks and dams in the 1930's. The outcome of the current study may commit the Upper Mississippi River and Illinois Waterway to an even more intensive navigation presence for the next 50 years compared to the past 50. It is imperative that the state and federal agencies that manage the Rivers and their resources make no decisions regarding the future of this nationally significant ecosystem based on insufficient information. However the progress (or lack thereof) of the study in recent months indicates that insufficient information concerning ongoing and increased navigation traffic will be generated.

One of the purposes of today's public meeting is to partially meet the requirements of the National Environmental Policy Act (NEPA), by conducting scoping meetings that identify the significant issues related to a proposed action and determining the scope of those issues. The study must determine what impacts increased navigation will impose on nationally significant fish and wildlife resources managed by the Service and the states. These resources include 11 federally endangered and threatened species, and over 200,000 acres of national wildlife refuges on the Mississippi and Illinois Rivers, and 140,000 acres managed by the states.

The Fish and Wildlife Coordination Act (FWCA) mandates that the U.S. Fish and Wildlife Service, in cooperation with the state natural resource agencies, prepare a Coordination Act Report (CAR) for Corps of Engineers water resource development projects. An important aspect of the FWCA is to inform the action agency of studies and information needed in order to consider potential impacts to fish and wildlife resources. In November of 1993 a Multi-Party Memorandum was sent from the five UMR states and the Service with specific suggestions as to additional studies that must be performed in order to prepare an adequate environmental impact statement (EIS). These comments were made under the authority of FWCA (48 Stat. 401, as amended, 16 USC 661 et seq.). These recommendations have yet to be addressed by the Corps higher authority. Our previous recommendations can be summarized as follows:

1. The current study does not propose an adequate level of effort to predict a credible future-without-project condition, for the Upper Mississippi River (UMR) natural resource and physical environment, for the 50 year period of analysis. A special effort consisting of additional geomorphic and natural resource studies must be initiated in order to sufficiently predict the condition and significance of natural and physical UMR resources likely to be present 25 to 50 years from now. Part of the future-without-project condition must include an analysis of the long-term cumulative impacts of continued 9-foot channel operation and maintenance. Such an analysis is critical in quantifying cumulative impacts resulting from the many facets of operating and maintaining a nine foot navigation channel on the UMR.

2. The present navigation study should include an effort to develop a long term plan for 9-foot channel operation and maintenance needs and examine the application of Section 906(b) of the Water Resources Development Act of 1986 to unmitigated impacts caused by the nine-foot navigation channel.

3. Completion of mitigation planning for the Second Lock at Melvin Price Locks and Dam must be included in the current feasibility study's systematic impacts analysis.

4. The impacts of future water level regulation, caused by the navigation dams on the river's natural hydrologic regime, must be evaluated. The Waterways Experiment Station will be conducting model tests for both physical forces and site specific lock and dam design. Model testing for lock and dam design must include the capability to analyze water level regulation impacts as well as investigate restoration and enhancement opportunities to benefit fish and wildlife resources through water level control.

5. Several specific impact studies included in the Plan of Study for Lock and Dam 26 Second Lock were omitted from the IPMP. These should be individually considered by the NECC for inclusion in a revised IPMP. In addition, the original POS study time frame has been modified in the IPMP. The results of the Physical Forces study will not be available to the other study tasks until they are near completion. Contingencies should be made to allow modification of appropriate POS tasks if the Physical Forces study indicate significant discrepancies between "assumed physical forces" and those demonstrated in the WES physical study model.

6. The navigation study must also include, as a project purpose, a long-range plan (E.Q. Plan) for the protection and restoration of nationally significant UMR fish and wildlife resources. This should be performed at full federal expense.

Because of the uncertainty involved in quantifying the environmental impacts of increased navigation over a 50 year time frame on over 1,000 miles of the Mississippi and Illinois Rivers, the Corps has adopted a risk assessment approach to analyzing

impacts. In part, the risk assessment approach attempts to bypass the fact that insufficient information will be available to make good decisions regarding proposed navigation improvements. The Service believes that UMR natural resources are a much too significant international resource to be risked for the sake of meeting an arbitrary study deadline.

The river community was promised that a Plan of Study (POS) would be completed prior to any more river "improvements." This promise has not been kept, and fish and wildlife resources are again being compromised for purely economic considerations. Sufficient time and funds must be allocated to necessary studies to assure that the ecological integrity of the Upper Mississippi River System is not compromised.



# Sierra Club

Illinois Chapter

506 S. Wabash | Suite #505 | Chicago, IL 60605 | (312) 431-0158

Statement of the Illinois Chapter of the Sierra Club for the November 9, 1994 hearing on the U.S. Army Corps of Engineers Navigation Study

The Army Corps of Engineers should immediately suspend these wasteful and one-sided navigation studies. Instead, working with agencies less beholden to the barge industry, the Corps should assist in studying ways to begin the ecological restoration of the Upper Mississippi River System. Further, objective studies of the nation's transportation needs should be conducted to identify what, if any, portion of the country's massive subsidies to the barge industry should be continued.

The current Corps navigation study is plainly designed to rationalize spending billions of federal dollars for environmentally destructive and economically wasteful new construction on the Mississippi and Illinois Rivers. The Corps has declined to allow the National Academy of Sciences to review the Corps' economic justifications for new navigation projects for the Mississippi. The Corps refused to allow objective third party review of its economics although the barge industry demonstrated last year that it is unwilling with its money to pay even for the operation and maintenance of the navigation system that the Corps built for it with taxpayer money. The industry and its supporters went into an uproar over a proposal that they be required to pay higher fuel fees designed to recoup some of the costs of the navigation system.

More critically, the ecological research to be undertaken in this study is not being given the scope or time needed to determine the effect of barge traffic on the river system. Had the Corps promptly undertaken the studies called for by the Plan of Study developed by the Corps in cooperation with the U.S. Fish & Wildlife Service and state departments of conservation in connection with the building of the Second Lock at Alton as promised, we would now have much information on the damage done to the river system by barge traffic. Instead, the Corps claimed it did not have the money to fund these studies--and then somehow found the money for the proposed navigation study. The Corps is now trying to get by with abbreviated environmental research that can be rushed through in time to propose billions of dollars of new construction to Congress by 1998. The environment is getting this bum's rush to suit certain shippers and the barge industry, which apparently believes that the country has no more pressing needs for federal

traffic should be subsidized to increase forever must be reexamined. Given changes in world commodities markets and limits on midwest soil productivity, it is unclear that the demand for barge transportation will rise substantially in the next century even if shipping costs are artificially pressed down further with massive new subsidies.

Also, as was shown by the relative lack of effect on commodity prices from the 1993 flood stoppage of barge traffic, other forms of transportation, less heavily subsidized than the barge industry, stand ready to fulfill most or all of the transportation needs served by the barge industry.

The Corps' simplistic economic approach clearly does not measure the relative merits to the country of barges and alternative means of transportation. A proper study of transportation alternatives must weigh all the economic and environmental costs of barge transportation including the costs of dredging and of the operation and maintenance of dams, locks, wing dams and other work necessary to provide the barges with a nine foot channel. Against these costs should be placed the total environmental and economic costs of alternative forms of transportation.

#### Conclusion

Every few years, the Corps declares that, in order to meet projected traffic needs, the country must make massive new investments in locks and other navigation improvements. A traffic projection of railroad passenger travel made in 1894 that used the methods used now by the Corps would probably have concluded that Chicago in 1994 would need hundreds of passenger train stations and an almost infinite number of tracks leading into the city.

Proper study of all of the costs of barge transportation in comparison with available alternatives may well lead to the conclusion that there should be no expansion of the navigation system and that the Corps' historical efforts to reduce the Mississippi and Illinois Rivers to mere barge canals should be reversed over time. Perhaps the 21st Century should see a phasing out of the locks and dams in favor of ecological restoration of the Upper Mississippi River System.

Anne Ray  
Assistant State Field Representative

Albert Ettinger  
Conservation Chair

**DAVENPORT, IOWA**



MISSOURI DEPARTMENT OF CONSERVATION

STATEMENT AT  
CORPS OF ENGINEERS  
UPPER MISSISSIPPI RIVER-ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY  
NOVEMBER 7, 1994

I am William H. Dieffenbach, Assistant Chief of Planning with Missouri Department of Conservation. Missouri Department of Conservation is the state agency with constitutional authority over fish, wildlife and forest resources in Missouri. Under that charge we have for over 50 years maintained a high interest and involvement in events that impact Missouri's "Big Rivers", the Missouri and Mississippi. Missouri is bordered by or contains over 1000 miles of big rivers that constitute a enormous resource for fish and wildlife, and the public that live near them and use them.

The Department of Conservation staff have been involved in the Corps of Engineers study entitled Mississippi River-Illinois Waterway System Navigation Study since it was made public almost two years ago at a Chicago, Illinois meeting. Department staff have been involved in many of the Navigation-Environment Coordinating Committee meetings. Based on past experience in numerous Corps of Engineers studies we have concerns for where this effort will lead. The Corps of Engineers study conclusions have in essence already been made. They are to replace the locks, and possibly part of dams at five locations in Missouri; Winfield (L&D 25), Clarksville (L&D 24), Saverton (L&D 22), Quincy (L&D 21), and Canton (L&D 20). Those improvements would be aimed at reducing delays, speeding up, and accommodating anticipated increases in commercial navigation traffic.

The Department of Conservation recognizes that commercial navigation maintained under Congressional authorities by the Corps of Engineers is a long standing river use. The continuing existence of commercial navigation on the Mississippi River is not questioned. While granting that commercial navigation should continue on the river we are concerned with the high environmental costs of maintaining the system for unlimited growth of commercial navigation.

In an effort to ameliorate these concerns the Corps of Engineers created the Navigation-Environment Coordinating Committee. From our perspective the Committee has been used by the Corps of Engineers as a vehicle to discuss minor issues while they remain non-responsive to major environmental concerns they pursue ~~of the~~ navigation expansion agenda. We ask the Corps of Engineers to give equal consideration in dealing with environmental recommendations as they do for navigation interests. Equal consideration must include drafting and promoting legislation that will have profound long-term impacts on the river.

The Upper Mississippi River is a priceless resource. It is greatly altered from the free flowing river of Tom Sawyer, Indian Joe and Huckleberry Finn by the system of navigation dams, wing dams, rock lined banks and an extensive levee system that combine to straight-jacket the river. Fish and wildlife species that evolved in Mark Twain's river are finding it more difficult to survive, as side channels fill with sediment, wetlands are lost, and gravel beds are smothered with silt, ~~caused by new boat propellers~~ *on the river*

We have seen how reaches of the Missouri River were converted to a rock lined ditch, and the growing list of threatened, and endangered species. We do not want the Mississippi River to be denigrated to simply ~~by~~ becoming a "waterway", as has occurred on the once tremendous Illinois River nor do we want the Mississippi River to become another battle ground over endangered species. Those choices are not acceptable. What we seek, and solicit from the Corps of Engineers, and navigation interests is a genuine commitment that the Mississippi River ecosystem will receive equal footing, not lip-service in the authorizations that they seek from Congress. From Congress we must have their commitment that there will be equal assurance that if navigation is accommodated the public environmental resources will be assured.

Thank you.



November 1994

OFFICIAL STATE CONSERVATION AGENCIES COOPERATING:  
ILLINOIS -- IOWA -- MINNESOTA -- MISSOURI -- WISCONSIN

### UMRCC Statement on Corps of Engineers Mississippi and Illinois Rivers Systemic Navigation Study

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A handwritten signature in dark ink, reading "Michael J. Talbot". The signature is fluid and cursive, with a large initial "M" and a stylized "J" and "T".

Mike Talbot  
UMRCC Chairman

ORAL PRESENTATION OF JOHN MCKENZIE  
PRESIDENT, ALTER BARGE LINE

CORPS OF ENGINEERS PUBLIC MEETING  
DAVENPORT, IOWA  
NOVEMBER 10, 1994

MY NAME IS JOHN MCKENZIE. I AM THE PRESIDENT OF ALTER BARGE LINE, HEADQUARTERED IN BETTENDORF, IOWA. I AM APPEARING HERE THIS EVENING IN MY OWN CORPORATE CAPACITY AND AS A FOUNDING MEMBER OF THE MIDWEST AREA RIVER COALITION OR, MARC 2000. ALTER BARGE LINE IS A WATERWAY CARRIER THAT EMPLOYS 260 FULL AND PART-TIME INDIVIDUALS. WE HAVE BEEN IN BUSINESS ON THE INLAND WATERWAY SYSTEM FOR 34 YEARS. WE ARE A SERVICE FIRM PROVIDING WATERWAY TRANSPORTATION SERVICES TO ALL THE MAJOR GRAIN, STEEL, FERTILIZER, SALT AND COAL COMPANIES.

I MAKE THIS LAST POINT BECAUSE IT IS IMPORTANT TO REMEMBER THAT WATERWAY CARRIERS ARE A SERVICE. AS SUCH, OUR CUSTOMERS AND THE PRODUCERS OF THE PRODUCTS WE MOVE RELY ON CONSISTENCY AND QUALITY OF SERVICE. OUR INITIATIVE TO FOUND MARC 2000 WAS PREDICATED ON THE NEED TO MOBILIZE THE REGION INTO REALIZING THAT WE COULD LOSE

OUR COMPETITIVE ADVANTAGE IN MOVING GOODS TO WORLD MARKETS IF WE DID NOT ADDRESS THE INFRASTRUCTURE INVESTMENT NEEDS FOR THE FUTURE OF THE UPPER MISSISSIPPI RIVER AND ILLINOIS WATERWAY.

THE ADVANTAGE WE HAVE IN WORLD MARKETS IS THAT WE CAN SHIP OUR AGRICULTURAL PRODUCTS FROM IOWA, ILLINOIS, MINNESOTA AND WISCONSIN TO THE BUYERS DOMESTICALLY AND IN JAPAN, EUROPE AND CHINA MORE CHEAPLY THAN ANYONE ELSE BECAUSE OF THE WATERWAY ALTERNATIVE. IN ADDITION TO THE MOVEMENT OF GRAIN TO EXPORT MARKETS, THE WATERWAY SYSTEM IS IMPORTANT TO THE SHIPMENT OF COAL, BUILDING MATERIALS, PETROLEUM PRODUCTS AND FERTILIZER INTO THE INNER REACHES OF IOWA. FOR THIS WE GET CHEAPER ELECTRICITY, GREATER FARM INCOME PROFITABILITY, AFFORDABLE ROAD CONSTRUCTION AND LOWER GASOLINE PRICES. THE WATERWAY SYSTEM MUST BE MODERNIZED TO ACCOUNT FOR FUTURE GROWTH IN WORLD MARKET DEMAND FOR GRAIN AS WELL AS CONTINUING TO SERVE US IN THE INNER REACHES OF THE COUNTRY.

WE MUST RECOGNIZE THAT THOSE WHO BENEFIT FROM THIS SYSTEM ARE NOT

ONLY RIVER-BASED COMMUNITIES, BUT RURAL AND URBAN COMMUNITIES FROM  
THROUGHOUT THE MIDWESTERN STATES. FOR EXAMPLE, WHEN GRAIN IS  
SHIPPED FROM THE NORTHWESTERN CORNER OF IOWA TO RIVER TERMINALS  
DESTINED FOR WORLD MARKETS, INCOME IS GENERATED. THAT INCOME IS  
THEN USED TO PURCHASE NEW EQUIPMENT, SEED FOR THE NEXT PLANTING,  
FERTILIZER, PAY SALARIES, FEED FAMILIES, PAY FEDERAL, STATE AND  
LOCAL TAXES THAT ARE USED FOR THE BENEFIT OF ALL THE CITIZENS OF  
THIS STATE.

THE ECONOMIC AND JOBS RIPPLE EFFECT OF THE RELATIONSHIP BETWEEN THE  
MOVEMENT OF BULK COMMODITIES ON THE WATERWAY SYSTEM AND ECONOMIC  
BENEFIT TO IOWA, THE REGION AND THE COUNTRY IS WELL DOCUMENTED IN  
A RECENT REPORT ISSUED BY PRICE WATERHOUSE, AN INDEPENDENT PUBLIC  
ACCOUNTING AND CONSULTING FIRM. THE CONCLUSIONS OF THAT REPORT  
REINFORCE THAT THE BENEFICIARIES TO THIS RIVER SYSTEM ARE EVERYONE  
FROM THOSE DIRECTLY INVOLVED IN THE PRODUCTION, MOVEMENT, SALE AND  
PURCHASE OF THE GOODS TO RESIDENTS OF MAIN STREET USA THROUGHOUT  
OUR REGION AND COUNTRY.



HOWEVER, THAT REPORT ONLY TELLS PART OF THE STORY. THE COMPETITIVE EFFECT OF AN EFFICIENT WATERWAY SYSTEM HELPS KEEP ALL OTHER COMPETING TRANSPORTATION COSTS IN CHECK, TO THE BENEFIT OF THE NATION AND ITS CITIZENS. OTHER MOVEMENTS OF PRODUCTS VIA OTHER MODES WITHIN THE STATE ARE ACCOMPLISHED FOR LOWER COSTS BECAUSE OF THE AVAILABILITY OF THE WATER ALTERNATIVE. THIS CONCEPT WAS DETERMINED TO BE THE BASIS FOR SOUND INVESTMENTS 50 YEARS AGO AND STILL REMAINS VERY MUCH THE FOUNDATION FOR FUTURE ECONOMIC GROWTH IN IOWA AND THE REGION.

FINALLY, MODAL COMPARISONS IN ENERGY USE CONDUCTED BY THE IOWA DEPARTMENT OF TRANSPORTATION DEMONSTRATE THE ENVIRONMENTAL, I EMPHASIZE, ENVIRONMENTAL BENEFITS WE DERIVE <sup>from the</sup> WATER-BASED MOVEMENT OF BULK COMMODITIES.

FOR THESE REASONS, WE HEARTILY ENDORSE THE INITIATIVE BY THE CORPS OF ENGINEERS TO STUDY THE FEASIBILITY OF FUTURE FEDERAL INVESTMENTS IN THE UPPER MISSISSIPPI AND ILLINOIS WATERWAY. WE BELIEVE THAT

THIS \$39 MILLION EFFORT HAS BALANCED THE NEEDS OF STUDYING THE ENVIRONMENTAL EFFECTS OF INCREASED NAVIGATION (\$13.9M) WITH THE ECONOMIC IMPERATIVE TO ADDRESS RISING DELAY COSTS HAMPERING THE FUTURE EFFICIENCY OF THE WATERWAY SYSTEM.

WE URGE THE CORPS TO MAINTAIN THE SIX-YEAR TIME SCHEDULE OUTLINED IN THEIR PLAN AND TO RESIST EFFORTS TO EXPAND THIS ALREADY AMBITIOUS PROGRAM TO AREAS OUTSIDE THE SCOPE OF A NAVIGATION FEASIBILITY STUDY. WE RECOGNIZE THAT THERE ARE MANY ISSUES INVOLVING THE RIVER THAT ARE IMPORTANT, BUT WE ALSO BELIEVE THAT THERE ARE OTHER AVENUES, WHETHER THROUGH THE ENVIRONMENTAL MANAGEMENT PROGRAM, THE FLOODPLAIN ASSESSMENT STUDY, PROGRAMS ADMINISTERED THROUGH THE FISH AND WILDLIFE SERVICE OR OTHER YET TO BE DETERMINED AUTHORITIES TO ACCOMPLISH THOSE GOALS.

THANK YOU FOR THE OPPORTUNITY TO PRESENT OUR VIEWS.



IN REPLY REFER TO

# United States Department of the Interior



FISH AND WILDLIFE SERVICE  
Rock Island Field Office (ES)  
4469 - 48th Avenue Court  
Rock Island, Illinois 61201

## FISH AND WILDLIFE SERVICE STATEMENT ON THE CORPS OF ENGINEERS SYSTEMATIC UPPER MISSISSIPPI RIVER AND ILLINOIS WATERWAY NAVIGATION STUDY

November 9, 1994

The Fish and Wildlife Service appreciates the opportunity to provide input with regard to the Corps' Systemwide Navigation Study for the Illinois Waterway and Upper Mississippi River. The issue today is the UMR ecosystem and not just the replacement of several locks and dams. In terms of navigation expansion we are at a decision point that is only surpassed by the original construction of the locks and dams in the 1930's. The outcome of the current study may commit the Upper Mississippi River and Illinois Waterway to an even more intensive navigation presence for the next 50 years compared to the past 50. It is imperative that the state and federal agencies that manage the Rivers and their resources make no decisions regarding the future of this nationally significant ecosystem based on insufficient information. However the progress (or lack thereof) of the study in recent months indicates that insufficient information concerning ongoing and increased navigation traffic will be generated.

One of the purposes of today's public meeting is to partially meet the requirements of the National Environmental Policy Act (NEPA), by conducting scoping meetings that identify the significant issues related to a proposed action and determining the scope of those issues. The study must determine what impacts increased navigation will impose on nationally significant fish and wildlife resources managed by the Service and the states. These resources include 11 federally endangered and threatened species, and over 200,000 acres of national wildlife refuges on the Mississippi and Illinois Rivers, and 140,000 acres managed by the states.

The Fish and Wildlife Coordination Act (FWCA) mandates that the U.S. Fish and Wildlife Service, in cooperation with the state natural resource agencies, prepare a Coordination Act Report (CAR) for Corps of Engineers water resource development projects. An important aspect of the FWCA is to inform the action agency of studies and information needed in order to consider potential impacts to fish and wildlife resources. In November of 1993 a Multi-Party Memorandum was sent from the five UMR states and the Service with specific suggestions as to additional studies that must be performed in order to prepare an adequate environmental

impact statement (EIS). These comments were made under the authority of FWCA (48 Stat. 401, as amended, 16 USC 661 et seq.). These recommendations have yet to be addressed by the Corps higher authority. Our previous recommendations can be summarized as follows:

1. The current study does not propose an adequate level of effort to predict a credible future-without-project condition, for the Upper Mississippi River (UMR) natural resource and physical environment, for the 50 year period of analysis. A special effort consisting of additional geomorphic and natural resource studies must be initiated in order to sufficiently predict the condition and significance of natural and physical UMR resources likely to be present 25 to 50 years from now. Part of the future-without-project condition must include an analysis of the long-term cumulative impacts of continued 9-foot channel operation and maintenance. Such an analysis is critical in quantifying cumulative impacts resulting from the many facets of operating and maintaining a nine foot navigation channel on the UMR.
2. The present navigation study should include an effort to develop a long term plan for 9-foot channel operation and maintenance needs and examine the application of Section 906(b) of the Water Resources Development Act of 1986 to unmitigated impacts caused by the nine-foot navigation channel.
3. Completion of mitigation planning for the Second Lock at Melvin Price Locks and Dam must be included in the current feasibility study's systematic impacts analysis.
4. The impacts of future water level regulation, caused by the navigation dams on the river's natural hydrologic regime, must be evaluated. The Waterways Experiment Station will be conducting model tests for both physical forces and site specific lock and dam design. Model testing for lock and dam design must include the capability to analyze water level regulation impacts as well as investigate restoration and enhancement opportunities to benefit fish and wildlife resources through water level control.
5. Several specific impact studies included in the Plan of Study for Lock and Dam 26 Second Lock were omitted from the IPMP. These should be individually considered by the NECC for inclusion in a revised IPMP. In addition, the original POS study time frame has been modified in the IPMP. The results of the Physical Forces study will not be available to the other study tasks until they are near completion. Contingencies should be made to allow modification of appropriate POS tasks if the Physical Forces study indicate

significant discrepancies between "assumed physical forces" and those demonstrated in the WES physical study model.

6. The navigation study must also include, as a project purpose, a long-range plan(E.Q. Plan) for the protection and restoration of nationally significant UMR fish and wildlife resources. This should be performed at full federal expense.

Because of the uncertainty involved in quantifying the environmental impacts of increased navigation over a 50 year time frame on over 1,000 miles of the Mississippi and Illinois Rivers, the Corps has adopted a risk assessment approach to analyzing impacts. In part, the risk assessment approach attempts to bypass the fact that insufficient information will be available to make good decisions regarding proposed navigation improvements. The Service believes that UMR natural resources are a much too significant international resource to be risked for the sake of meeting an arbitrary study deadline.

The river community was promised that a Plan of Study (POS) would be completed prior to any more river "improvements." This promise has not been kept, and fish and wildlife resources are again being compromised for purely economic considerations. Sufficient time and funds must be allocated to necessary studies to assure that the ecological integrity of the Upper Mississippi River System is not compromised.

**SOUTH ST. PAUL, MINNESOTA**

**STATEMENT  
of the  
MINNESOTA DEPARTMENT OF NATURAL RESOURCES  
on the  
UMRS-IWW NAVIGATION FEASIBILITY STUDY  
EIS SCOPING PROCESS  
November 14-15, 1994**

In reviewing the draft Initial Project Management Plan for the navigation feasibility study in late 1992, the Minnesota Department of Natural Resources expressed concern that the needs of the Mississippi River environment were not being adequately addressed. We have continued to express those concerns at interagency meetings throughout the river system, in an effort to change a study process that has proved unwilling to change.

We have devoted hundreds of hours explaining to the Corps of Engineers, in summary and in great detail, the nature of our concerns. In the simplest sense, these are our concerns:

- The Mississippi River constitutes the largest floodplain river ecosystem in the northern hemisphere and one of the most important riverine ecosystems in the world. This ecosystem is under significant stress and is showing signs that it is nearing ecological collapse. The Mississippi's ecosystem crisis is caused by the structural changes our society has made to the river for navigation. In the face of this crisis, it seems bothersome that we are considering spending billions of dollars to make even more structural changes to the river.
- In formulating the navigation study, the Corps of Engineers has failed to address the environmental impacts of long-term operation and maintenance of the nine-foot navigation channel.
- In formulating the navigation study, the Corps of Engineers has failed to address the ongoing needs of fish and wildlife resources.
- The navigation study has been inadequately scoped to generate biological and physical information needed to quantify systemic impacts.

We find ourselves one-third of the way through a six-year study process on which, despite all of our efforts, we have thus far had no impact. As an agency, we are frustrated. We have long been committed---and we remain committed---to the concept of use of the Mississippi River as a multi-purpose resource: there is room for barges and birds, sailboats and anglers, towboats and rowboats, as long as no single use eliminates another. This is a big river, and we can all share it. But we face a time now when one use, navigation, threatens the very survival of the river environment. That is not in keeping with the partnership of multiple-use; we find it absolutely unacceptable, and we feel the American people will find it unacceptable, as well.

On a more technical level, we see five issues the environmental impact statement must address:

1. The EIS must determine the basic conditions and processes essential for sustaining the ecological integrity of the Upper Mississippi River, and must include the costs of sustaining the ecological health of the river, as well as the costs of allowing the river's ecology to collapse, in the cost-benefit analysis for navigation expansion.
2. The EIS must include an economic and environmental evaluation and cost-accounting of bulk commodity transport and processing alternatives. The federal government has never studied the basic transportation needs of the economy of the Upper Midwest, except in the context of river transportation. There is need to evaluate the economic and environmental impacts associated with all modes of transporting commodities.
3. The EIS must include a broad-spectrum analysis of the future of bulk commodity transportation in the Midwest. Coal and wheat have shifted from river to rail transportation and will likely not shift back, leaving corn and soybeans as the primary commodities shipped by river. What are the forecasts for production and shipping of corn and soybeans in the next 50 years in light of such societal changes as programs to retire marginal lands, wetlands restoration, development of alternative crops, value added processing (i.e., ethanol), new ways to move bulk commodities, changing export demands, new foreign producers, etc.?
4. The EIS must include an evaluation of alternative management plans to maintain, restore and sustain the ecological integrity of the Upper Mississippi River.
5. The EIS must evaluate the long-term needs for lock and dam replacement and other long-term costs of navigation. Most of the locks and dams are over 50 years old and are built on wood pilings driven in sand. The costs of improvements being considered in the feasibility study are only part of the potential costs to maintain the navigation system for the next 50 years. Those true costs must be identified in this process.





November 1994

OFFICIAL STATE CONSERVATION AGENCIES COOPERATING:  
ILLINOIS -- IOWA -- MINNESOTA -- MISSOURI -- WISCONSIN

### UMRCC Statement on Corps of Engineers Mississippi and Illinois Rivers Systemic Navigation Study

In December 1992 a public meeting was held in Chicago, Illinois to hear public comments on the Army Corps of Engineers proposed study plan to investigate navigation improvements on the Mississippi and Illinois Rivers. At that meeting the UMRCC offered several comments for improving the proposed study plan. It has been almost two years since that meeting and the UMRCC is extremely disappointed that critical issues raised by the UMRCC and other resource agencies and organizations have yet to be addressed by the Corps' Headquarters. Only recently have these issues begun to receive attention due to a request from the five UMR state governor's representatives that resource managers concerns be addressed.

One of the purposes of this public meeting is to satisfy requirements of the National Environmental Policy Act (NEPA) to conduct scoping meetings "...for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." River biologists are concerned with three critical aspects of the current study: (1) There is insufficient time allotted to complete adequate impact investigations, (2) The long-term impacts associated with the continued operation and maintenance of the nine-foot navigation channel must be investigated before the significance of increased tow traffic can be predicted, and (3) A long-range plan for protecting and conserving UMR natural resources that are under the Corps' stewardship must be developed in conjunction with any navigation improvement plan.

Through the workings of the Navigation Environmental Coordinating Committee (NECC) it appears that scientifically credible study plans are being developed for investigating navigation impacts on UMR resources. However we are now beginning the third year of a six year study and have yet to initiate any of these investigations. If a draft Environmental Impact Statement is due

in September 1997, that leaves only two years to complete more than a dozen study components, integrate them into an as yet to be determined systemic impact model, and develop an appropriate mitigation plan.

The Plan of Study for investigating the environmental impacts associated with construction of the Second Lock at Lock and Dam 26 estimated that 8 years and approximately \$26 million would be required for these studies. Mississippi River biologists remain skeptical that sufficient time is available to conduct investigations needed to determine the significance of impacts associated with incremental traffic increases and complete appropriate mitigation plans. Mississippi River biologists insist that a thorough and complete investigation of all impacts associated with the maintenance of commercial navigation be accomplished before Congress authorizes any new navigation improvements. This includes appropriate mitigation planning for the (now completed) Second Lock at Alton and any additional improvements.

A second concern of river biologists is that environmental studies are focused only on the impacts associated with incremental increases in navigation traffic generated from any additional improvements. Although these studies are important and must be completed, biologists believe the most damaging impacts are likely to occur from continued operation and maintenance of the nine-foot navigation channel. Accelerated sedimentation due to the damming of the river will continue to eliminate productive shallow aquatic wetlands. The river's natural wet and dry cycles will continue to be impacted by water level manipulation at the navigation dams. Channelization will continue from further construction of river control structures. The lack of adequate long-term plans for environmentally acceptable placement of dredged material will likely cause future impacts to wetlands and aquatic habitats.

The impacts of increased navigation may not be significant when considered separately. However, when they are evaluated cumulatively with the O&M impacts mentioned above, they could be considerable. The Environmental Impact Statements (EIS) prepared for the nine-foot channel navigation project by the three UMR Corps Districts in the 1970's must be updated as part of this study. Otherwise the EIS for this study will be inadequate in the opinion of river biologists.

A third major failure of the current study plan is the lack of a proactive environmental planning element (i.e. an Environmental Quality (EQ) plan). In excess of \$44 million in public funds is being spent to justify spending billions of additional public dollars to meet the future demands of commercial traffic over the next 50 years. Yet there is no planning element to determine what fish and wildlife needs are for the next 50 years.

The disparity between navigation and natural resource management

is reflected in the following example. The Rock Island District Corps of Engineers budgets about 36 million dollars annually to maintain 314 miles of the Mississippi River navigation channel between Guttenberg, Iowa and Saverton, Missouri. An additional 20 million dollars is spent on Illinois River navigation. How much is spent in managing the 44,757 acres of terrestrial habitat and 161,000 of aquatic habitat on the Mississippi? The Corps of Engineers, who is manager for these public lands and waters, spends less than 200 thousand dollars annually on fish and wildlife habitat management. That equates to 0.5 percent of the Rock Island District's Mississippi River O&M budget being spent on the stewardship of the District's Mississippi River fish and wildlife habitat. Unless this inequality is addressed in the current study, there is likely to be little incentive for the Corps to rectify it in the future.

The UMRCC supports necessary efforts to improve our region's ability to transport commodities. These efforts however cannot be allowed to significantly impair the natural processes that maintain ecosystem integrity. We continue to plead that fish and wildlife resource planning receive equal consideration in planning for the river's future. Without the concurrent preparation of a fish and wildlife management plan for Corps managed fish and wildlife lands, UMR natural resources will continue their slow degradation over the next 50 years.

A handwritten signature in dark ink, reading "Michael J. Talbot". The signature is fluid and cursive, with a large initial "M" and a stylized "J".

Mike Talbot  
UMRCC Chairman

**Testimony**  
**concerning the Corps of Engineers'**  
**Upper Mississippi River/Illinois Waterway System Navigation Study**

**Public Hearing**  
**November 14, 1994**  
**St. Paul, Minnesota**

Good Afternoon. My name is Clinton Odell. I'm president of Cargo Carriers, a division of Cargill Marine and Terminal, Inc.

Cargo Carriers is primarily a grain hauling barge line, operating from the Upper Mississippi River and Illinois River to the Gulf of Mexico. We operate 700 barges on the inland waterway system and contract with independent towboat operators to supply boat power to move our barges.

We support the basic objectives of the feasibility study for the Upper Mississippi River/Illinois Waterway Navigation System and appreciate the opportunity to comment on the value of the river system and the need to upgrade it.

The Upper Mississippi River system is vital, particularly in this region, where river commerce impacts virtually every facet of the economy. The waterway provides a wide range of services and employment to U.S. farmers and manufacturers and serves as a gateway through which many U.S. agricultural and industrial products pass before they are distributed nationally and internationally.

The Upper Mississippi/Illinois Waterway also is a critical link between the farmer and the Midwest and their global customers. About one-fourth of all grain bound for export moves along the waterway system. Last summer's flooding raised the nation's attention to value of this navigation system to U.S. agriculture and our nation's economy.

2.

A recent Price-Waterhouse study concluded that the tonnage originating or ending on the Upper Mississippi or Illinois rivers supports more than 400,000 full and part-time jobs and generates almost \$4 billion in income and more than \$11 billion in business revenue. The jobs that depend on an efficient waterway system include farmers, rural and farm business owners, coal producers, chemical and fertilizer manufacturers, tug and tow operators, boat manufacturers, fuel suppliers, machinery and equipment manufacturers, rail and truck operators and food processors.

The Mississippi/Illinois Waterway system is more cost-efficient than either truck or rail. It costs the federal government approximately \$130 million to operate and maintain the systems and it generates more than \$1 billion in annual transportation savings. These savings benefit consumers, agriculture, towboat companies, utilities, miners, manufacturers and others.

Barge transportation also is by far the most fuel-efficient and environmental method of moving our nation's raw materials. It generates the lowest level of emissions of the three major transportation modes that move bulk commodities, and statistically, it also is the safest.

There can be no denying the fact that the Mississippi River is a working river, its tributaries constitute a vital artery of commerce -- important to the upper Midwest and the nation as a whole.

Our nation's farmers are in the process of harvesting record corn and soybean crops. The U.S. Department of Agriculture recently estimated the corn crop at 10 billion bushels and the estimates for a 2.52 billion bushel soybean harvest have shattered a 15 year record.

A significant portion of this grain will find its way to the Gulf of Mexico via the river system. The combination of low grain prices with transportation costs will allow our grain to compete in the world market and will enhance our nation's balance of payments. The Upper Mississippi/ Illinois Waterway system is the backbone of our nation's agricultural transportation industry.

But the navigation system needs modernization. Rising traffic delays are costing \$35 million a year and are projected to rise as high as \$200 million. We must do what we can to keep the waterway viable. But we can't just plan for this year's crop, we must look into the future and plan for the crops that will be grown through the beginning of the next century.

3.

We support the Corps efforts to balance the feasibility study through public and industry involvement, but encourage its completion within the six-year time frame set by Congress. We believe that a comprehensive navigation feasibility study should address today's concerns and find environmentally sound solutions.

It is important to upgrade the waterway so that U.S. agriculture's customers can continue to receive products when they need them, and products will continue to reach the market now and fifty years from now.

Thank you.



# MINNESOTA-WISCONSIN BOUNDARY AREA COMMISSION

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## STATEMENT FOR THE HEARING RECORD: CORPS OF ENGINEERS PUBLIC MEETING

### Upper Mississippi River-Illinois Waterway System Navigation Study

November 14, 1994

Drovers Holiday Inn, South St. Paul, Minnesota

Presented by: Dan McGuiness, Administrative Director

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The Mississippi Regional Committee of the Minnesota-Wisconsin Boundary Area Commission is pleased to submit the following comments about the current study of the feasibility of navigation improvements to the Upper Mississippi River and Illinois Waterway system. Our Commission, created through an interstate compact by our two states in 1965, is comprised of 10 citizen Commissioners, five from each state, appointed by their Governors. One of our legislatively-mandated objectives is to "do studies and make recommendations" about the future use, development and protection of the river valleys that form the border between Minnesota and Wisconsin. The Upper Mississippi River forms part of that border.

The study, which is the subject of this evening's meeting, was authorized by Congress in Section 216 of Public Law 91-611, which directs the Corps to make recommendations about two things:

"the advisability of modifying the structures or their operation, and for improving the quality of the environment in the overall public interest."

We understand that one of the three purposes of this meeting, as stated in your announcements and press release is "to gather information on the significant issues to help define the scope of the environmental impact statements required by the National Environmental Policy Act (NEPA)." It is in response to this point that we provide the following comments. Our Committee, in review of information available to date about this study, including the May, 1994 Initial Project Management Plan, as well as in review of our own historic positions about projects and plans for the Upper Mississippi River part of this system, going back to the early 1970s, has three major comments we wish to make at this time. The first is concerning the environment, the second concerns economics, and the third concerns engineering, although they are all directly related.

## 1. An Environmental Concern

While Congress has designated the Upper Mississippi River as both a nationally-significant commercial navigation system and a nationally-significant ecosystem, federal dollars and priorities continue to be given to construction, operation and maintenance of the commercial navigation system not just instead of the river ecosystem, but to the severe detriment of the river ecosystem. This \$44,000,000, six-year study is a prime example.

While we acknowledge the importance and the need for a viable commercial navigation system, we recommend that the Corps of Engineers, as part of this study process, and as part of the Environmental Impact Statement development for this project; (1) describe the impacts of the existing 9-Foot Channel Navigation Project and its Operation and Maintenance on the existing fish and wildlife habitat and resources of the Upper Mississippi River System; (2) describe the impacts on the future conditions of this habitat and fish and wildlife resources both with, and without, any additional modifications to the 9 Foot Channel Navigation Project; and (3) as part of the study process and final reports for this project, include scientifically sound recommendations for the long term protection of existing habitat and fish and wildlife resources and the renovation of lost habitat and resources. To do less will not serve the overall public interest, but only selected segments of the public.

## 2. An Economic Concern

While these studies will compare the estimated public costs and benefits of the existing 9-Foot Channel Navigation System to future conditions with and without improvements, it is our opinion that, if the real costs and benefits to the public are to be fully described, the cost/benefit analysis must include a comparison with other modes of transportation which use or may use the system and provide the same or similar functions in the future. It is important that Congress and the public know, when considering any systemic or incremental changes to the existing navigation system, if less, equal, or greater, benefits could be gained by expending the same funds on other forms of transportation. If, in fact, equal or greater benefits could accrue to the farmer, public or private utilities, or others, by investing an equivalent amount of public funds in other modes of transportation, then this information should be obtained as part of this study process and included in the final reports for this project. To do less would not serve the overall public interests, but only some segments of the public.



### 3. An Engineering Concern

If, in fact, these studies show that a plan can be proposed which enables the continued viable use of the Upper Mississippi River System for commercial navigation and as a viable large river floodplain ecosystem, supporting fish and wildlife habitat and resources - in other words, a true multi-purpose river system, then we recommend that such a plan clearly present engineering guidelines for the construction, operation and maintenance of a system which will assure the viability of both uses. Such recommendations should address, at a minimum, ways to reduce or minimize the impacts of sedimentation in the river pools, as well as ways to actually improve habitat and natural resource values which have been lost by past actions. To do less would not serve the overall public interests, but only some segments of the public.

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We acknowledge that the completion of the investigations and reports called for above may, in fact, require funding and time beyond that currently budgeted for this study. We believe, however, that to do less would not serve the overall public interests, but only some segments of the public.

These recommendations are consistent with past testimony and comments made by the Minnesota-Wisconsin Boundary Area Commission, within which we have asked Congress and the States, and their agencies, to truly acknowledge the multi-purpose values of the Upper Mississippi River System and continually strive to manage it as such. Testimony and comments to this effect can be found in the following public records:

- 0 Final Environmental Impact Statement, Operation and Maintenance of the 9-Foot Navigation Channel, Exhibit 246, U.S. Army Corps of Engineers, St. Paul District, August, 1974
- 0 Lock and Dam 26, Hearings before the Subcommittee on Water Resources of the Committee of Public Works, United States Senate, Ninety-Fourth Congress, pages 172-180, Serial No. 94-H45, June 17-July 22, 1976
- 0 Review Comments, Comprehensive Master Plan for the Management of the Upper Mississippi River System, pages 570-577, Upper Mississippi River Basin Commission, January 1, 1982

November 14, 1994

- 0 Upper Mississippi River Basin Commission (H.R. 5459, Upper Mississippi River Basin Protection) Hearings before the Subcommittee on Water Resources of the Committee on Public Works and Transportation, House of Representatives, Ninety-Seventh Congress, pages 2270-2274, June 8 through August 12, 1982 (and subsequent testimony on behalf of funding of the Environmental Management Program through 1994.)

Further support for these recommendations can be found in the text of the Great River Environmental Action Team Final Reports, namely, GREAT I Policy/Funding Recommendations 9,10 and 11, September, 1980; GREAT II recommendations 41, 42 and 43; December, 1980, and, finally, the recommendations contained in the summary on page 159 of the Comprehensive Master Plan for the Management of the Upper Mississippi River System, Upper Mississippi River Basin Commission, January 1, 1982.

For its part, the Minnesota-Wisconsin Boundary Area Commission is continuing to gather and evaluate information which will help us answer this question:

*Is it possible to have an Upper Mississippi River System which can be managed as a multi-purpose resource for both of its federally-mandated purposes; as a viable commercial navigation system and as a viable large river floodplain ecosystem, or must we make a choice?*

It is our position that, until (and if) Congress and the public must choose, we will continue to encourage Congress and the public to fund programs and projects which assure both. But if Congress and the public must choose, we deserve to know what we are gaining and what we are losing before that choice is made. We hope that the choice, in the meantime, is not made for us by default.

**LA CROSSE, WISCONSIN**

**Carl and Ann Korschgen**

*N5854 Abnet Road, Onalaska, WI 54650 ☎ 608-783-6784*

November 15, 1994

U. S. Army Corps of Engineers  
Public Hearing  
Holiday Inn  
La Crosse, WI 54601

Please enter this testimony into the public record regarding the expansion of the navigation project on the Upper Mississippi River which is the subject of a public hearing held at this location and on this date.

We are very concerned about the possibility of increasing the capacity of the lock and dam system on the Upper Mississippi River because of the cumulative long-term impacts that might occur. If the U.S. Army Corps of Engineers continues to promote this project there must be adequate physical, chemical (nutrients and contaminants), and biological assessments which indicate to other governmental agencies and to the public that no significant adverse impacts will occur. The natural resources of the Upper Mississippi River must be considered on a commensurate level with the navigation project.

Such assessments will require the Corps to conduct impact studies at the ecosystem or basinwide level. Studies should determine and evaluate the threats to all ecosystem components especially water and sediment quality, aquatic and terrestrial floodplain plants, aquatic invertebrates, fishes, reptiles and amphibians, birds, and mammals. The scope of the assessments should include a 50-year time-frame into the future. A model proposal for such an ecosystem approach, titled "A Management Strategy for Migratory Birds on the Upper Mississippi River", has been developed by Region 3, U. S. Fish and Wildlife Service.

Our second concern is that economic analyses of this project must unequivocally indicate positive benefits over the long-term, without gross subsidization of the navigation industry.

Thank you for the opportunity to express our views on this matter.

Sincerely,

*Carl E. Korschgen*  
*Ann J. Korschgen*

11/15

LA CROSSE

Tex Hawkins.

Before any expansion of the navigation system is even considered, a thorough economic analysis of all positive and negative effects must be conducted, including an analysis of the impacts of subsidized grain farming and shipping, fertilizers, pesticides and fuels.

This economic analysis must evaluate the chronic effects of multinational agribusiness interests on family farms, rural communities, consumer health and competing production and transportation systems, as well as ecological impacts to water quality and wildlife that also have economic repercussions.

Data already available from non-aligned sources ~~also~~ suggest that current agricultural and navigation policies are deliberately designed to maintain production and transportation systems that are not cost effective, sustainable or friendly to rural America, the average taxpayer or the quality of the environment.

The lobbying efforts purchased by the interests behind organizations like MARC 2000 are purely profit motivated - gaining tax breaks, creating regulatory loopholes and purchasing media access and commentary designed to "educate" the victims. Unfortunately, the COE is being used as an agent of these interests at the expense of all other concerns.



# United States Department of the Interior

## NATIONAL BIOLOGICAL SURVEY

Upper Mississippi Science Center  
2630 Fanta Reed Road  
La Crosse, Wisconsin 54602

U.S. Army Corps of Engineers  
North Central District  
Chicago, IL

15 November 1994

Attention: Upper Mississippi River Navigation Expansion Study Committee

Dear Committee Members:

Please consider the following comments when formulating plans to address environmental impacts for the upcoming Upper Mississippi River (UMR) Navigation Expansion Study.

Persistent contaminants that are discharged into rivers tend to associate with suspended sediments that eventually accumulate in areas of reduced current velocity. In portions of the Upper Mississippi River (UMR) for example, fine-grained sediments ( $<4 \mu\text{m}$ ) and particulate organic matter strongly adsorb several metals, including cadmium, chromium, copper, lead, and zinc (Bailey and Rada 1984). This association can facilitate contaminant transport for considerable distances downstream of source areas (Rada et al. 1990).

Wind-generated waves, channel maintenance practices, and navigation activities (commercial and recreational) can cause the resuspension of surficial layers of bed sediments in a variety of riverine habitats for extended periods of time (Sparks 1984, Smart et al. 1985, Johnson 1992, Adams

1993, Sullivan 1993). Bed sediment disturbances that mobilize fine-grained sediments may influence the bioavailability of some sediment-associated metals by altering metal ion speciation among various environmental compartments (e.g., complexed to organic colloids, dissolved in water, adsorbed to suspended solids). For instance, metal bioavailability to fish may increase via enhanced respiratory uptake if prevailing conditions favor metal ion desorption from sediments to water. However, little is known or understood of the environmental partitioning of metals between the sediment-sorbed and aqueous phases because of the complex composition of sediments and water quality factors (e.g., pH, temperature, hardness, suspended solids, dissolved organic carbon) that influence these interactions on a site-specific basis (Wiener et al. 1984; Luoma 1989). Therefore it is difficult to predict to what extent, if any, sediment resuspension will alter metal bioavailability.

The resuspension and transport of sediments that may be metal-enriched is difficult to prevent in the UMR. For instance, the passage of towboats with barges increases main channel and side channel total non-filterable residue (TNFR) concentrations (Smart et al. 1985; Adams 1993; Adams et al. 1993; Adams and Delisio 1993) to levels that are occasionally 10-fold greater than ambient background concentrations and can exceed 300 mg/L for extended periods of time (Adams 1993; Adams and Delisio 1993). Recreational boating activity also increases TNFR concentrations, particularly in side channel and backwater habitats (Smart et al. 1985; Johnson 1992). Peak activity by all vessels on the UMR occurs during summer months when a daily average of 12 commercial and 24 recreational vessels travel between adjacent pools using the navigation locks (Edlund 1992). Moreover, confined recreational boating activity (i.e., restricted to day trips within a single pool) causes an

additional increase in river traffic, particularly on weekend and holiday afternoons. These periods of peak boating activity can increase TNFR and turbidity levels near the sediment-water interface across the width of the channel (Johnson 1992).

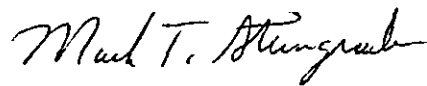
A recent survey of contaminants in surficial UMR bed sediments (Young 1991) revealed several sites where concentrations of cadmium, copper, lead, or zinc were far in excess of that recommended for the protection of aquatic life (U.S. EPA 1977). Some of these sites are located within (or near) the Mark Twain National Wildlife Refuge and the Upper Mississippi River National Wildlife and Fish Refuge. These sanctuaries are managed by the U.S. Fish and Wildlife Service to maintain and enhance habitats for the well being of game and non-game wildlife, including fish, waterfowl, and mussels.

The effects of increased concentrations of contaminated sediments suspended in the water column on resident biota are virtually unknown and are difficult to forecast. For example, a recent investigation indicated cadmium was bioaccumulated by panfish when metal-enriched sediments from portions of the Illinois River were suspended in the water column (Cope et al. 1994). Conversely, panfish did not accumulate lead when metal-enriched sediments from portions of the UMR were suspended (Steingraeber 1994). These findings indicate that effects of contaminated sediment resuspension on resident biota should be evaluated on a site-specific basis under environmentally relevant conditions to assist UMR resource managers in making well-informed policy decisions.



Could the U.S. Army Corps of Engineers amend its proposed UMR Navigation Study Plan to (1) include relevant evaluations of the biological effects of increased concentrations of suspended sediments on resident species at certain locations where sediments are enriched with persistent toxic contaminants and (2) make the necessary resources available to successfully complete this task? This information should be considered an essential study component that will permit a more comprehensive assessment of the potential impacts of increased navigation on fish and wildlife resources of the UMR.

Sincerely,

A handwritten signature in cursive script, reading "Mark T. Steingraeber".

Mark T. Steingraeber

Leader, Section of Fisheries Contaminants

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Statement to COE  
La Crosse, WI  
November 15, 1994

Impoverished peasants in the rain forests of Latin America slash and burn their way across their lands to maintain subsistence poverty. African tribes graze cattle on grasslands formerly the habitat of lions and wildebeest. Thus they subsist in poverty.

In Colorado and other western states, the BLM in spite of President Clinton's and Secretary Babbitt's efforts, continues to allow ranchers to graze cattle on public land at little or no cost to produce meat for the great American upper and middle class. In the Upper Miss. R., the COE maintains and threatens to enlarge a lock and dam system that serves a large segment of middle and upper class Americans who want to have more of everything, including bass boats, yachts, and wet bikes to "recreate" on the Upper Miss.

Clearly, everyone, rich, middle class, and poor is at war with their environment. Each one of us is a consumer/soldier/slave to a market system. It is not surprising that the COE under the Dept. of Defense, formerly the War Department, should make war on the river and capture it by channelizing and damming. Such war on the environment, however, may be replaced by a more peaceful program which recognizes environmental diversity. Such a program is "Partners in Flight", an international program to conserve neotropical migrant birds.

Basically, NTMBs are birds that nest in N.A. and winter in Central and S.A. These include about 200 species in our area, or roughly half our bird population. Due to a variety of factors, mostly human induced, these species may be disappearing. Some people regard them as the canaries in the mine warning us that something is wrong with the environment. Such species include the Peregrine Falcon, Purple M., Wood Thrush, Bell's V., Warbling V., Yellow W., Cerulean W., Prothonotary W., Black-b Cuckoo, Yellow-b. Cuckoo, Scarlet Tan., Dickcissel, Grasshopper Sp., and N. Oriole.

PIF is an international effort to involve all interested people in preserving the environment rather than making war on it. This effort includes people from the general population, academics, and govt. agencies including USFWS, USFS, Dept. of Defense, EPA, BLM, NPS, Natl. F & W Foundation, and the Wildlife Management Institute.

For a fact, the BLM manages over 270 million acres of public land in 11 western states and Alaska. They also have a strategy for future management of nongame birds on their lands, not limited to NTMBs.

My question is, what does the COE plan to do for NTMBs as well as

other birds found on the Upper Miss.? I know that studies have only begun of bird populations on the Upper Miss. I noted declines locally in the late 1970's and am monitoring as best I can local bird populations.

I am part of PIF and welcome the participation of federal agencies. But I have received no information that EISs on the Upper Miss are considering NTMBs. I also know that there are serious questions about the survival of some fish, waterfowl, and mussels on any waterway subject to navigation channel maintenance. I am quite sure that peaceful, objective examination of the environment will conclude that enlarged L & Ds are not compatible with environmental diversity. Will the COE and general population respect diversity and restrain development, that is, exploitation? Or will we do our technological version of slash and burn, dam and drain? That remains to be seen.

Fred Lesh  
509 Winona St.  
La Crosse, WI  
54601

**US Army Corps of Engineers**  
**Upper Mississippi River - Illinois Waterway System Navigation Study**  
**Public Hearing**  
**November 15, 1994**  
**La Crosse, Wisconsin**

My name is Thomas A. Steele. I am Director of External Relations for Dairyland Power Cooperative. I also serve as Wisconsin Vice President for the Upper Mississippi Waterway Association (UMWA). The UMWA supports the Upper Mississippi River - Illinois Waterway Navigation System Study. We applaud the objectives of this six-year study which includes an analysis of the Upper Mississippi River navigation capacity needs between now and the year 2050.

It is important to recognize that commercial navigation on the Upper Mississippi River moves a broad range of products to domestic and international markets. The economy of the upper mid-west and the health of our international balance of payments depends upon a reliable and economical navigation system for the annual movement of upwards of 82 million tons of fuel, grain, fertilizers, recycled scrap metals, and other bulk commodities from and to facilities along the river system. Each year Dairyland Power Cooperative receives over one million tons of coal via the inland waterway system. Barges which transport this coal are also used for down river shipments of farm commodities.

There are several issues UMWA feels should be considered as they Study progresses.

1. Funding of future major improvement projects. Complete reliance upon commercial navigation user charges to assist in the financing of additional lock capacity is a self-defeating effort in that higher user charges will force traffic to other modes of transportation, thereby decreasing the use of the inland waterway system and making the additional lock capacity a victim of inadequate, single-source financing. Commercial navigation already contributes heavily to the Inland Waterway Trust Fund (\$78.6 million in fiscal year 1993) through payment of a tax on fuel. While other users benefit from the waterway, commercial navigation is the only specific user contributing towards the financing of this infrastructure.

five feet. Loss in water flow will shorten the navigational season at the very time an adequate water flow is needed for movement of the fall grain harvest. Loss in water flow will decrease the reliability of barge transportation because of channel restrictions caused by low water. Loss in water flow will increase navigational costs by increasing transit time to the Gulf, which will ultimately be reflected in higher transportation costs to be borne by all, including farmers, electrical utilities, and households.

6. Other federal agency initiatives. The progress and results of this Navigation Study must recognize and deal with developing land and water management policies of the Mississippi River Heritage Corridor Study Commission recommendations as well as the National Park Service's 72-mile long Mississippi National River and Recreation Area (MNRRA) which runs through Minneapolis/St. Paul, a major origin and destination of many of the commodities transported by barge.

7. Economic significance of barge transportation. According to a 1994 Price Waterhouse study, tonnage originating or ending on the Upper Mississippi and Illinois Rivers support over 400,000 full and part time jobs, generate almost \$4 billion in income and over \$11 billion in business revenue throughout the economy. These are important jobs in our region, state, and local communities that must be safeguarded. The national economy and general public benefit by over \$1 billion in transportation savings because of the viability of the Upper Mississippi and Illinois Rivers. This is contrasted to a federal operation and maintenance cost of only \$130 million annually. This federal subsidy benefits a whole range of consumers, farmers, towboat companies, utilities, miners, manufacturers, retail stores, suppliers, and others, in every facet of the economy. Additionally, approximately 65 percent of the US Grain exports originate at, or are handled through, grain elevators located along the waterway.

8. Barge transportation and the environment. The Navigation Study must recognize and take official notice of the fuel efficiency and environmental friendliness of barge transportation. We direct your attention to *Environmental Advantages of Inland Barge Transportation, Final Report, US Department of Transportation Maritime Administration, August 1994*. This document, and others, shows that inland barge transportation is upwards to eight times more fuel

**DUBUQUE, IOWA**



**Comments Presented at the Public Meeting Regarding Corps of Engineers Mississippi and Illinois Rivers Systemic Navigation Study - Davenport, IA November 16, 1994.**

My name is Doug Dufford. I am a wildlife biologist employed by the Illinois Department of Conservation, with management responsibilities on the Mississippi. I am here today to represent the Illinois Chapter of The Wildlife Society. I am currently serving as president of this chapter.

The Wildlife Society is an international organization of professional wildlife biologists, managers, administrators, and educators. The Illinois Chapter currently has a membership of in excess of 100 wildlife professionals from the state of Illinois.

The Upper Mississippi River System is a natural resource of international significance. This system is one of only a few large river floodplain systems left in the world which retains much of its ecological integrity.

The Upper Mississippi River courses over one thousand (1,000) miles from its headwaters in Minnesota, to the confluence with the Ohio River near Cairo, Illinois. Within a main stem corridor located between Minneapolis/St. Paul and Cairo, there exists 1.8 million acres of rich ecological habitat interspersed with urban developments and surrounded primarily by agricultural land. This corridor contains 1.2 million acres of land and water surface within the river's floodplain, 215,000 thousand acres of which were designated by Congress in 1924 as part of the national wildlife refuge system.

The Upper Mississippi River System provides important habitat for the wildlife resources of this country. This system serves as a critical migration corridor to 40% of North America's waterfowl and shorebirds. It is home to more than 118 species of fish and nearly 50 species of freshwater mussels.

The Upper Mississippi River System is also an important component of the economic status of the midwest. A recent study of the economic impacts of recreation estimates the national economic impact of boating, fishing, and sightseeing in the Upper Mississippi River and the Illinois Waterway to be \$1.2 billion annually. Over 12 million visitor-days are recorded on the river each year. River related recreation directly generated 18,000 jobs.

However, the Upper Mississippi River System is suffering long-term deterioration of its ecological integrity. What once was a free flowing river, capable of altering its flowage patterns, continually rejuvenating ~~its~~ biological potential, the Upper Mississippi River system has been contained and trained, primarily for the benefit for navigation.

The installation of the Lock and Dam system, <sup>and</sup> ~~and~~ well as navigation channel improvements and maintenance have exacerbated many problems, most notably that of sedimentation. An example of this is in Pool 19 near Keokuk IA. It is estimated that this pool has lost 58 percent of its volume since the Lock and Dam was installed in 1913. Sediment accumulates at an average rate of 15 centimeters per year in this pool. By 2050, it is projected that Pool 19 will have lost 80 percent of its volume.

System-wide, backwater lakes and sloughs are threatened by excessive sedimentation. With sedimentation, comes a gradual decline of biological diversity. The eventual outcome of this process will be creation of dry land habitats adjacent to little else than the navigation channel.

Although the situation appears grim, there is hope that with careful study, and planning, the Upper Mississippi River System can maintain its ecological integrity, while at the same time providing for the needs of navigation. However, significant appreciation for the long-term ecological health of the system will have to be considered.

The Illinois Chapter of The Wildlife Society shares the concerns expressed by the Upper Mississippi River Conservation Committee (UMRCC). These concerns include:

1. There is currently insufficient time allotted to complete adequate impact investigations,
2. The long-term impacts associated with the continued operation and maintenance of the nine-foot navigation channel must be investigated before the significance of increased tow traffic can be predicted,
3. A long-range plan for protecting and conserving Upper Mississippi River natural resources that are under the Corps' stewardship must be developed in conjunction with any navigation improvement plan.

If the ecological integrity of the Upper Mississippi River System is to be maintained, adequate opportunity and resources must be provided to assess the current impacts of navigation on the natural resources of the system. The Illinois Chapter of TWS encourages the Corps to conduct complete and thorough investigations of all impacts associated with the maintenance of commercial navigation. We also believe that these studies be completed prior to authorization by Congress for any new navigation improvements.

Adequate consideration should be given to both the immediate impacts as well as the cumulative impacts of all aspects of navigation. ICTWS urges the Corps to update the Environmental Impact Statement prepared for the nine-foot channel navigation project prepared in the 1970's as a part of this study.

ICTWS feels strongly that the Corp should take a proactive position concerning the long-term decline experienced by the fish and wildlife resources of the Upper Mississippi River System. Fish and Wildlife planning should be given equal consideration while planning for the rivers future.

ICTWS recognizes and supports the desirability of our <sup>nation</sup> ~~country~~ to meet the needs for transportation of commerce. However, these needs should not be met at the expense of a critically important ecosystem like the the Upper Mississippi River.

Thank you for the opportunity to comment.



OFFICIAL STATE CONSERVATION AGENCIES COOPERATING:  
ILLINOIS -- IOWA -- MINNESOTA -- MISSOURI -- WISCONSIN

PRESENTED BY: TOM BOLAND  
IOWA DNR

November 1994

### UMRCC Statement on Corps of Engineers Mississippi and Illinois Rivers Systemic Navigation Study

In December 1992 a public meeting was held in Chicago, Illinois to hear public comments on the Army Corps of Engineers proposed study plan to investigate navigation improvements on the Mississippi and Illinois Rivers. At that meeting the UMRCC offered several comments for improving the proposed study plan. It has been almost two years since that meeting and the UMRCC is extremely disappointed that critical issues raised by the UMRCC and other resource agencies and organizations have yet to be addressed by the Corps' Headquarters. Only recently have these issues begun to receive attention due to a request from the five UMR state governor's representatives that resource managers concerns be addressed.

One of the purposes of this public meeting is to satisfy requirements of the National Environmental Policy Act (NEPA) to conduct scoping meetings "...for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." River biologists are concerned with three critical aspects of the current study: (1) There is insufficient time allotted to complete adequate impact investigations, (2) The long-term impacts associated with the continued operation and maintenance of the nine-foot navigation channel must be investigated before the significance of increased tow traffic can be predicted, and (3) A long-range plan for protecting and conserving UMR natural resources that are under the Corps' stewardship must be developed in conjunction with any navigation improvement plan.

Through the workings of the Navigation Environmental Coordinating Committee (NECC) it appears that scientifically credible study plans are being developed for investigating navigation impacts on UMR resources. However we are now beginning the third year of a six year study and have yet to initiate any of these investigations. If a draft Environmental Impact Statement is due

in September 1997, that leaves only two years to complete more than a dozen study components, integrate them into an as yet to be determined systemic impact model, and develop an appropriate mitigation plan.

The Plan of Study for investigating the environmental impacts associated with construction of the Second Lock at Lock and Dam 26 estimated that 8 years and approximately \$26 million would be required for these studies. Mississippi River biologists remain skeptical that sufficient time is available to conduct investigations needed to determine the significance of impacts associated with incremental traffic increases and complete appropriate mitigation plans. Mississippi River biologists insist that a thorough and complete investigation of all impacts associated with the maintenance of commercial navigation be accomplished before Congress authorizes any new navigation improvements. This includes appropriate mitigation planning for the (now completed) Second Lock at Alton and any additional improvements.

A second concern of river biologists is that environmental studies are focused only on the impacts associated with incremental increases in navigation traffic generated from any additional improvements. Although these studies are important and must be completed, biologists believe the most damaging impacts are likely to occur from continued operation and maintenance of the nine-foot navigation channel. Accelerated sedimentation due to the damming of the river will continue to eliminate productive shallow aquatic wetlands. The river's natural wet and dry cycles will continue to be impacted by water level manipulation at the navigation dams. Channelization will continue from further construction of river control structures. The lack of adequate long-term plans for environmentally acceptable placement of dredged material will likely cause future impacts to wetlands and aquatic habitats.

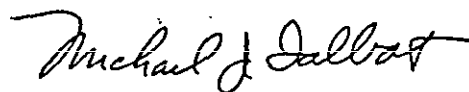
The impacts of increased navigation may not be significant when considered separately. However, when they are evaluated cumulatively with the O&M impacts mentioned above, they could be considerable. The Environmental Impact Statements (EIS) prepared for the nine-foot channel navigation project by the three UMR Corps Districts in the 1970's must be updated as part of this study. Otherwise the EIS for this study will be inadequate in the opinion of river biologists.

A third major failure of the current study plan is the lack of a proactive environmental planning element (i.e. an Environmental Quality (EQ) plan). In excess of \$44 million in public funds is being spent to justify spending billions of additional public dollars to meet the future demands of commercial traffic over the next 50 years. Yet there is no planning element to determine what fish and wildlife needs are for the next 50 years.

The disparity between navigation and natural resource management

is reflected in the following example. The Rock Island District Corps of Engineers budgets about 36 million dollars annually to maintain 314 miles of the Mississippi River navigation channel between Guttenberg, Iowa and Saverton, Missouri. An additional 20 million dollars is spent on Illinois River navigation. How much is spent in managing the 44,757 acres of terrestrial habitat and 161,000 of aquatic habitat on the Mississippi? The Corps of Engineers, who is manager for these public lands and waters, spends less than 200 thousand dollars annually on fish and wildlife habitat management. That equates to 0.5 percent of the Rock Island District's Mississippi River O&M budget being spent on the stewardship of the District's Mississippi River fish and wildlife habitat. Unless this inequality is addressed in the current study, there is likely to be little incentive for the Corps to rectify it in the future.

The UMRCC supports necessary efforts to improve our region's ability to transport commodities. These efforts however cannot be allowed to significantly impair the natural processes that maintain ecosystem integrity. We continue to plead that fish and wildlife resource planning receive equal consideration in planning for the river's future. Without the concurrent preparation of a fish and wildlife management plan for Corps managed fish and wildlife lands, UMR natural resources will continue their slow degradation over the next 50 years.

A handwritten signature in cursive script, reading "Michael J. Talbot".

Mike Talbot  
UMRCC Chairman



TERRY E. BRANSTAD, GOVERNOR

DEPARTMENT OF NATURAL RESOURCES  
LARRY J. WILSON, DIRECTOR

**Iowa Department of Natural Resources Statement Given at  
Corps of Engineers' Public Meeting on the  
Upper Mississippi River-Illinois Waterway Navigation Study  
November 1994**

Just like commercial navigation, Mississippi River fish, wildlife and recreation resources are very important to the State of Iowa, and in fact, to the entire nation. Let me share with you a short excerpt from a recent report published by the Upper Mississippi River Conservation Committee entitled "FACING THE THREAT: An Ecosystem Management Strategy for the Upper Mississippi River."

"The Mississippi River drains three-fifths of the North American continent. It is among the world's great rivers, and one of the most complex ecosystems on the planet. It is a critical migration corridor to millions of birds, ranging from warblers to eagles. The river is home to an incredible array of fish, wildlife and plants. In turn, millions of people use and enjoy these diverse resources through a variety of recreational activities."

People that recreate on and along the Mississippi River contribute significantly to local and regional economies. A recent study conducted by the Corps of Engineers documents that recreationists on the river add 1.2 billion dollars annually to the national economy and directly generate 18,000 jobs. It is important to note that these numbers do not include millions of people drawn to the river's edge for festivals and fairs, urban trail use, and commercial excursion and gambling boats.

Development, maintenance and operation of the Mississippi River for commercial navigation are dramatically affecting these resources. Sediments are rapidly collecting in slack water areas, destroying backwater lakes and side channels. Sand from channel maintenance dredging encroaches into productive shallow areas and negatively impacts aquatic resources. In other instances, the sand covers terrestrial habitat. Everyone that has fished, hunted or boated for several years on the river can no doubt cite specific places where these impacts have occurred, and many can tell us about places where they used to boat but can no longer use them because of sedimentation.

The river's main channel is intensively trained, taking away opportunities for the river the change course and restore lost aquatic resources. Navigation dams interrupt natural seasonal water regimes which are important to life cycles of certain fish, wildlife and plants.

All these factors make management of the resources very complex and expensive. Expansion of the navigation system and the resulting increases in commercial traffic will intensify all of the negative man-induced impacts on the river. Structures to allow navigation expansion are expected to be cost-justified. Will the cost to natural resources be included? Will new navigation structures be designed to minimize their impact on habitat and will opportunities be sought to design them to improve habitat? Will measures that could maximize benefits to habitat be included in the mix to offset the negative impact of more navigation traffic? For example, options such as varying river stage for fish and wildlife management should be included in the study. In addition to studying the need to expand the navigation system, it is very important to determine and implement ways that insure the well-being of the river's natural resources.

The Corps' navigation study will ultimately result in a report to Congress. Current indications are that this report will be single purpose, dealing with only one use of the Mississippi. Environmental information will be included in the report, but this information will concentrate merely on impacts caused by more barge and tow traffic and by construction activities in localized areas. In order to make an informed decision, Congress must also be made aware of the environmental consequences of past river developments and continual operation and maintenance of those developments. Projections of future river conditions should be included under the assumption that commercial transportation will be expanded and maintained without additional emphasis placed on natural resource management. Congress also needs to be shown how the river can be jointly managed for navigation and environmental benefits. This means that compromises may have to be made in order to assure we truly have a multi-purpose river. After all, Congress has declared the Mississippi River as both a nationally significant ecosystem and a nationally significant commercial navigation system. If commercial navigation is allowed to expand without due consideration given to increasing natural resource management, our nation's great river could lose many of its diverse fish, wildlife and recreation resources. Natural resources must be recognized in future management of the river and can no longer be sacrificed for navigation.

Navigation dams, wing dams, closing structures across side channels, and dredging provide for a reliable nine-foot channel. All these developments take away features of a natural, free-flowing river and replace them with an artificially trained channel and an altered ecosystem. Some fish and wildlife species responded quite favorably to the habitat that was created. However, we are now learning that the early gains will be relatively short-term. A natural, free flowing river connected to its floodplain takes very little management, if any at all, to sustain its viability. On the other hand, artificially-created ecosystems are costly to maintain and demand ongoing management. Two or three decades ago, natural resources of the Mississippi River did not appear to need a lot of management. In recent years, however, we have learned differently. We are now faced with a river that needs much more aggressive, proactive natural resource management if it is to continue providing us with the fish, wildlife and recreation benefits we demand of it.

We have been told in recent years that the Corps of Engineers is becoming a more environmentally conscious agency. The Mississippi River provides an excellent opportunity for the Corps to demonstrate this consciousness. This can only be accomplished by the Corps



reaching out to other agencies, like the U.S. Fish and Wildlife Service, National Biological Survey, Environmental Protection Agency, U.S. Department of Agriculture, and states' Departments of Natural Resources, to expand the current navigation study into a much more comprehensive look at the river's future. It has been suggested to us that the Corps of Engineers would be willing to do any sort of study that the states want, if the states are willing to provide 50% cost-share. Since there is not cost-share requirement for the navigation study, there seems to be no justification for requiring cost-share for studies to maintain or improve the viability of the river to support habitat, fish and wildlife, recreation, and other environmental values.

The agencies that were previously mentioned are currently working with the Corps of Engineers on the navigation study, but their participation is limited to the narrow aspects of expanding commercial navigation and associated environmental impacts of increased traffic. All natural resource agencies, both federal and state, need to commit more time and resources on a proactive approach to river management and less on reacting to impacts from economic developments. The Mississippi River deserves this type of approach and it is our responsibility to give Congress all the information it needs to help shape the river's future.

In closing, I would like to reiterate the following points and recommend that they thoroughly be addressed in the navigation study:

- Ongoing environmental impacts of past river transportation developments and continual operation and maintenance of those developments should be assessed.
- Projections of future river conditions should be included, with the assumption that commercial navigation will be expanded and maintained without additional efforts placed on natural resource management.
- The navigation study should be expanded to include recommendations for jointly managing the river for navigation and environmental benefits.
- The U.S. Fish and Wildlife Service, National Biological Survey, Environmental Protection Agency, U.S. Department of Agriculture, and states' Departments of Natural Resources should join forces with the Corps of Engineers and develop a true multi-purpose approach to managing the Mississippi River.

Thank you for the opportunity to present these comments. The Iowa DNR stands ready to assist in developing a true multi-purpose approach to Mississippi River management.

**DES MOINES, IOWA**



## IOWA WILDLIFE FEDERATION, INC.

*An Educational Conservation Organization*

INCORPORATED 1952

3125 Douglas Avenue, Suite 103 • Des Moines, IA 50310

Telephone (515) 279-0655

Comments at the Corps of Engineers Navigation Study meeting  
Des Moines, November 17, 1994

On behalf of the statewide Iowa Wildlife Federation, thank you for the chance to speak out on the Mississippi River study. The River and it's corridor play a valuable role in our environment, our recreation and our commerce.

I urge you to consider that integrated approach as the study continues. I am concerned that it seems to be a 'full speed ahead' approach to expand the locks and dams, with just a sideways glance at all the other benefits the River provides. The River has been here thousands of years. The lock and dam system is just a small 'blip' on that timeline, yet it's impact is already massive. Any expansion of the system would multiply that impact.

I have been in the backwaters of the Mississippi, in water two or three feet deep. Biologists with me point out that the same location used to be six or eight feet deep. Sediment from agricultural and industrial practices and from barge use is filling in these rich ecological areas. We are losing them. Silt is covering spawning beds. It is reducing usable habitat. It is choking off critical overwintering areas for fish and other wildlife. River islands are dropping off the map each year.

The natural resources of the Mississippi River are inseparable from navigation. Instead of focusing on navigation and how to increase it....you need to consider the whole picture. If you are building a 50 year plan for navigation, why not equal time for fish and wildlife? Why can not an independent party, such as the National Academy of Science review your plans? Environment and economy are entwined on the River. You can't separate them.

Still overlooked as the economic study goes forward, is the imbalance of 'who pays'. The shipping industry can point to the costs it racks up using the river, but the fact remains, the public is footing the bill.

The public policy center of the University of Iowa last year put it quite simply in it's Transportation and Iowa's Economic Future. "...doubling the size of the Uppeer Mississippi River locks would be unwise." The locks are pushed to capacity only a few weeks of the year. In private business, you don't build a second factory just because your orders go up for a few weeks. You'd go broke! Instead, you find alternatives; a second shift, maybe subcontract some work out, or set up peak period pricing. The shipping industry can..and should..do the same. But as long as the Corps

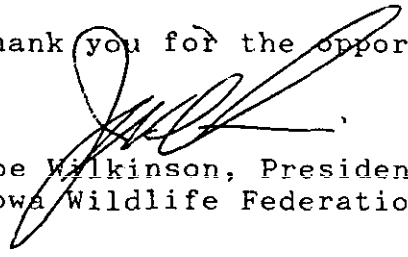
of Engineers is holding out an open checkbook, asking 'How much will it cost?', there is no incentive. That is OUR checkbook you are holding out. It's our money!

Of course the demand for river shipping will grow, as long as the costs are subsidized. Demand is artificially high! If shippers would pay anywhere close to the true cost of moving their goods up and down the river, they would re-assess their shipping policies in a hurry. They are good businesspeople. They know they are getting a bargain. Reduce that subsidy, establish a level playing field, and the call for expanded river navigation will sound pretty hollow.

The Corps has developed some good scopes of work related to the impacts of navigation. But you are not allowing enough time or capital to investigate them adequately. Give the environment as much attention as you are affording navigation. An independent review of costs and benefits will help reach that.

In the meantime, those river backwaters continue to fill in.

Thank you for the opportunity to speak.



Joe Wilkinson, President  
Iowa Wildlife Federation



November 1994

UMRCC Statement on Corps of Engineers  
Mississippi and Illinois Rivers Systemic Navigation Study

In December 1992 a public meeting was held in Chicago, Illinois to hear public comments on the Army Corps of Engineers proposed study plan to investigate navigation improvements on the Mississippi and Illinois Rivers. At that meeting the UMRCC offered several comments for improving the proposed study plan. It has been almost two years since that meeting and the UMRCC is extremely disappointed that critical issues raised by the UMRCC and other resource agencies and organizations have yet to be addressed by the Corps' Headquarters. Only recently have these issues begun to receive attention due to a request from the five UMR state governor's representatives that resource managers concerns be addressed.

One of the purposes of this public meeting is to satisfy requirements of the National Environmental Policy Act (NEPA) to conduct scoping meetings "...for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action." River biologists are concerned with three critical aspects of the current study: (1) There is insufficient time allotted to complete adequate impact investigations, (2) The long-term impacts associated with the continued operation and maintenance of the nine-foot navigation channel must be investigated before the significance of increased tow traffic can be predicted, and (3) A long-range plan for protecting and conserving UMR natural resources that are under the Corps' stewardship must be developed in conjunction with any navigation improvement plan.

Through the workings of the Navigation Environmental Coordinating Committee (NECC) it appears that scientifically credible study plans are being developed for investigating navigation impacts on UMR resources. However we are now beginning the third year of a six year study and have yet to initiate any of these investigations. If a draft Environmental Impact Statement is due

in September 1997, that leaves only two years to complete more than a dozen study components, integrate them into an as yet to be determined systemic impact model, and develop an appropriate mitigation plan.

The Plan of Study for investigating the environmental impacts associated with construction of the Second Lock at Lock and Dam 26 estimated that 8 years and approximately \$26 million would be required for these studies. Mississippi River biologists remain skeptical that sufficient time is available to conduct investigations needed to determine the significance of impacts associated with incremental traffic increases and complete appropriate mitigation plans. Mississippi River biologists insist that a thorough and complete investigation of all impacts associated with the maintenance of commercial navigation be accomplished before Congress authorizes any new navigation improvements. This includes appropriate mitigation planning for the (now completed) Second Lock at Alton and any additional improvements.

A second concern of river biologists is that environmental studies are focused only on the impacts associated with incremental increases in navigation traffic generated from any additional improvements. Although these studies are important and must be completed, biologists believe the most damaging impacts are likely to occur from continued operation and maintenance of the nine-foot navigation channel. Accelerated sedimentation due to the damming of the river will continue to eliminate productive shallow aquatic wetlands. The river's natural wet and dry cycles will continue to be impacted by water level manipulation at the navigation dams. Channelization will continue from further construction of river control structures. The lack of adequate long-term plans for environmentally acceptable placement of dredged material will likely cause future impacts to wetlands and aquatic habitats.

The impacts of increased navigation may not be significant when considered separately. However, when they are evaluated cumulatively with the O&M impacts mentioned above, they could be considerable. The Environmental Impact Statements (EIS) prepared for the nine-foot channel navigation project by the three UMR Corps Districts in the 1970's must be updated as part of this study. Otherwise the EIS for this study will be inadequate in the opinion of river biologists.

A third major failure of the current study plan is the lack of a proactive environmental planning element (i.e. an Environmental Quality (EQ) plan). In excess of \$44 million in public funds is being spent to justify spending billions of additional public dollars to meet the future demands of commercial traffic over the next 50 years. Yet there is no planning element to determine what fish and wildlife needs are for the next 50 years.

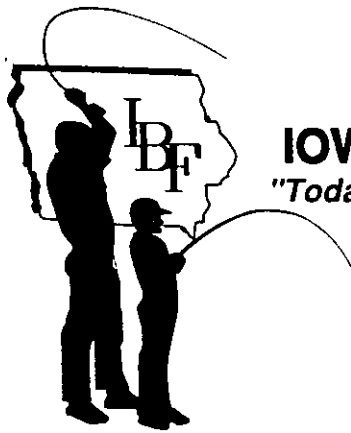
The disparity between navigation and natural resource management

is reflected in the following example. The Rock Island District Corps of Engineers budgets about 36 million dollars annually to maintain 314 miles of the Mississippi River navigation channel between Guttenberg, Iowa and Saverton, Missouri. An additional 20 million dollars is spent on Illinois River navigation. How much is spent in managing the 44,757 acres of terrestrial habitat and 161,000 of aquatic habitat on the Mississippi? The Corps of Engineers, who is manager for these public lands and waters, spends less than 200 thousand dollars annually on fish and wildlife habitat management. That equates to 0.5 percent of the Rock Island District's Mississippi River O&M budget being spent on the stewardship of the District's Mississippi River fish and wildlife habitat. Unless this inequality is addressed in the current study, there is likely to be little incentive for the Corps to rectify it in the future.

The UMRCC supports necessary efforts to improve our region's ability to transport commodities. These efforts however cannot be allowed to significantly impair the natural processes that maintain ecosystem integrity. We continue to plead that fish and wildlife resource planning receive equal consideration in planning for the river's future. Without the concurrent preparation of a fish and wildlife management plan for Corps managed fish and wildlife lands, UMR natural resources will continue their slow degradation over the next 50 years.

A handwritten signature in dark ink, reading "Michael J. Talbot". The signature is fluid and cursive, with a large, stylized initial "M".

Mike Talbot  
UMRCC Chairman



## **IOWANS For BETTER FISHERIES**

*"Today, Tomorrow--For Ourselves, Our Children"*

POB 661, Altoona, Iowa, 50009  
(515) 967-5261

Iowans for Better Fisheries would like to express their concerns regarding the proposal to increase barge traffic on the Mississippi River.

So much is at stake with so little research conducted to determine the effect on the ecosystem. We question the economic impact on the fisheries. As you may know already the backwash from the present barge props has caused an adverse effect on the spoonbill catfish population along with other species. To increase the barge traffic an eleven foot channel is being proposed. To increase the channel height you will have to raise the entire pool by two additional feet or channelize the present river system which will result in an increase current flow. Either way, it would have an adverse effect on the fisheries, boating and a variety of mammals.

Grain is the main commodity that's being shipped. Isn't it the main objective to find a way to ship commodities in an efficient manner? If this is the objective, has any other means of transportation been explored? You may find that barge transportation is not the answer. Everytime you handle grain you decrease the value because of damage resulting from transfer of material from one means of transportation to another. Let's look at the present shipping practices relating to barge transportation and what the grain goes through before it reaches its destination. First of all, it's harvested from the fields, second it's transported to the local elevator, then it's loaded on rail or truck to be transported to the river terminals and then loaded on barges to be shipped to Gulf or river terminals.

If it's to be transported overseas then it's loaded another time. To a lay person this seems unorthodox. If rail or trucking is used, handling could be simplified by the number of times it's handled. It would also be a higher quality product to be shipped overseas, which would result in a high profit margin for the seller.

I ask you tonight to study the following four questions:

1. Is there a serious problem or an important opportunity one of which has to addressed?
2. Are you the right entity to address it, in fact would it be irresponsible for you, with the mission that have, not to address it?
3. The approach you are taking, is it reasonable, sensible, and responsible.
4. Are you listening, do you care about the cost, the negative effects, the hardships that your actions will cause to people and the river ecosystem?

If you can't answer yes to all these questions, then the project is not worth while and should not continue.

Thank you for your time,  
Martin M. Lamberti  
Chairman of Iowans for Better Fisheries



Statement of Shannon Fesermeier

on behalf of the

Agribusiness Association of Iowa

regarding the

U.S. Army Corps of Engineers

Upper Mississippi River-Illinois Waterway System Study

November 17, 1994

Des Moines, Iowa

Good evening. My name is Shannon Fesenmeyer, and I serve as Director of Legislative Affairs for the Agribusiness Association of Iowa. The Agribusiness Association of Iowa welcomes the opportunity to comment on the U.S. Army Corps of Engineer's navigation study on the Upper Mississippi River-Illinois Waterway System.

The Agribusiness Association represents agribusiness at all levels including grain, feed, plant food and crop protection products, seed, and an array of allied industries. The organization is the largest state agribusiness association in the nation with more than 2,000 members including 1,300 independent and cooperative retail agribusinesses that employ nearly 20,000 Iowans. Our membership also includes about 25 percent of the nearly 70 river terminals located along the Mississippi River in Iowa.

As you make plans regarding the future of navigation on the Mississippi River, please consider the importance of this transportation system to business and industry in the region. It lowers the cost of agricultural and industrial production costs, as well as provides benefits to the national economy and general public.

The Mississippi River is definitely the critical link to international markets for grain, allowing the United States to compete in global markets. The Mississippi is used almost exclusively in shipping corn, soybeans, and other grains to the Gulf of Mexico for export. A 1985 study found that about 90 percent of the corn shipped from Iowa moves via the Mississippi River. It provides ready-access to international markets, which is likely to become even more critical for the farm economy in the future since exports are expected to be the primary growth market for U.S. grain. This means the export grain industry will be important to our nation's, as well as to our state's, economy since agriculture is Iowa's single, largest industry.

During the last 10 years, commercial navigation on the Upper Mississippi River has become even more important for shipping grain to export markets. More than half of the grain moving to the Gulf for export originates in the Upper Mississippi region. And according to data compiled by Iowa State University, the share of grain shipped to export ports by barge continues to increase.

Without a doubt, the Upper Mississippi River is an important navigation highway, but it is operating at capacity. Rising traffic delays on the system cost almost \$40 million annually and are projected to rise to as much as \$200 million. Because the modernization needs of the system under review by the navigation feasibility study deserves prompt attention, we encourage the Corps to keep to the prescribed six year time-frame.

Increasing costs must be considered for Midwest agriculture to remain competitive. Barge shipments currently are the most economical, least cost transportation mode. Costs for moving grain via barge are nearly half the costs of rail. Estimates for shipping grain to the Gulf from Iowa locations are about \$19.00/ton by rail versus \$10.00/ton by barge. Estimates for shipping fertilizer northbound about \$3.00-6.00/ton for barge versus \$15-20/ton for rail.

Agricultural markets, especially international markets, are extremely competitive. Pennies per bushel can make the difference between making a sale and losing-out to the competition. Elevators and grain companies located closest to the Mississippi offer farmers an average of \$.15 per bushel more for grain than do interior elevators. Indeed, the inland waterways system is vital in helping U.S. agriculture meet the challenges and opportunities of growing international markets.

Another benefit of waterway transportation that deserves attention is that barge shipments provide important environmental benefits including greater fuel efficiency and much lower pollution emissions. Barge transportation is 2.5 times more fuel efficient per ton mile than rail and more than 8.5 times more efficient than trucks. A typical 15-barge tow can carry as much as two 100-car unit trains that stretch nearly 3 miles, or almost 35 miles of semi-trucks.

In closing, the Agribusiness Association of Iowa supports the Corps' efforts to expand its public involvement process. We certainly hope you consider our statement as you determine the future for operation on the Mississippi River. Thank you for the opportunity to comment on the Upper Mississippi-Illinois Waterway System navigation study.

LARRY WILSON  
IOWA DNR

**Iowa Department of Natural Resources Statement Given at  
Corps of Engineers' Public Meetings on the  
Upper Mississippi River-Illinois Waterway Navigation Study  
November 1994**

Just like commercial navigation, Mississippi River fish, wildlife, and recreation resources are very important to the State of Iowa, and in fact, to the entire nation. Let me share with you a short excerpt from a recent report published by the Upper Mississippi River Conservation Committee entitled "FACING THE THREAT: An Ecosystem Management Strategy for the Upper Mississippi River."

"The Mississippi River drains three-fifths of the North American continent. It is among the world's great rivers, and one of the most complex ecosystems on the planet. It is a critical migration corridor to millions of birds, ranging from warblers to eagles. The river is home to an incredible array of fish, wildlife, and plants. In turn, millions of people use and enjoy these diverse resources through a variety of recreational activities."

People that recreate on and along the Mississippi River contribute significantly to local and regional economies. A recent study conducted by the Corps of Engineers documents that recreationists on the river add 1.2 billion dollars annually to the national economy and directly generate 18,000 jobs. It is important to note that these numbers do not include millions of people drawn to the river's edge for festivals and fairs, urban trail use, and commercial excursion and gambling boats.

The development, maintenance, and operation of the Mississippi River for commercial navigation are dramatically affecting these resources. Sediments are rapidly collecting in slack water areas, destroying backwater lakes and side channels. Sand from channel maintenance dredging encroaches into productive shallow areas and negatively impacts aquatic resources. In other instances, the sand covers terrestrial habitat. Everyone that has fished, hunted, or boated for several years on the river can no doubt cite specific places where these impacts have occurred, and many can tell us about places where they used to boat but can no longer use them because of sedimentation.

The river's main channel is intensively trained, taking away opportunities for the river to change course and restore lost aquatic resources. Navigation dams interrupt natural seasonal water regimes which are important to life cycles of certain fish, wildlife, and plants.

All these factors make management of the resources very complex and expensive. Expansion of the navigation system and the resulting increases in commercial traffic will intensify all of the negative man-induced impacts on the river. Structures to allow navigation expansion are expected to be cost-justified. Will the cost to natural resources be included? Will new navigation structures be designed to minimize their impact on habitat and will opportunities be sought to design them to improve habitat? Will measures that could maximize benefits to habitat be included in the mix to offset the negative impact of more navigation traffic? For example, options such as varying river stage for fish and wildlife management should be included in the study. In addition to studying the need to expand the navigation system, it is

very important to determine and implement ways that insure the well-being of the river's natural resources.

The Corps' navigation study will ultimately result in a report to Congress. Current indications are that this report will be single purpose, dealing with only one use of the Mississippi. Environmental information will be included in the report, but this information will concentrate merely on impacts caused by more barge and tow traffic and by construction activities in localized areas. In order to make an informed decision, Congress must also be made aware of the environmental consequences of past river developments and continual operation and maintenance of those developments. Projections of future river conditions should be included under the assumption that commercial transportation will be expanded and maintained without additional emphasis placed on natural resource management. Congress also needs to be shown how the river can be jointly managed for navigation and environmental benefits. This means that compromises may have to be made in order to assure we truly have a multi-purpose river. After all, Congress has declared the Mississippi River as both a nationally significant ecosystem and a nationally significant commercial navigation system. If commercial navigation is allowed to expand without due consideration given to increasing natural resource management, our nation's great river could lose many of its diverse fish, wildlife, and recreation resources. Natural resources must be recognized in future management of the river and can no longer be sacrificed for navigation.

Navigation dams, wing dams, closing structures across side channels, and dredging provide for a reliable nine-foot channel. All these developments

take away features of a natural, free-flowing river and replace them with an artificially trained channel and an altered ecosystem. Some fish and wildlife species responded quite favorably to the habitat that was created. However, we are now learning that the early gains will be relatively short-term. A natural, free flowing river connected to its floodplain takes very little management, if any at all, to sustain its viability. On the other hand, artificially-created ecosystems are costly to maintain and demand ongoing management. Two or three decades ago, natural resources of the Mississippi River did not appear to need a lot of management. In recent years, however, we have learned differently. We are now faced with a river that needs much more aggressive, proactive natural resource management if it is to continue providing us with the fish, wildlife, and recreation benefits we demand of it.

We have been told in recent years that the Corps of Engineers is becoming a more environmentally conscious agency. The Mississippi River provides an excellent opportunity for the Corps to demonstrate this consciousness. This can only be accomplished by the Corps reaching out to other agencies, like the U.S. Fish and Wildlife Service, National Biological Survey, Environmental Protection Agency, U.S. Department of Agriculture, and states Department of Natural Resources, to expand the current navigation study into a much more comprehensive look at the river's future. It has been suggested to us that the Corps of Engineers would be willing to do any sort of study that the states want, if the states were willing to provide 50% cost-share. Since there is not cost-share requirement for the navigation study, there seems to be no justification for requiring cost-share for studies to maintain or improve the viability of the river to support habitat, fish and wildlife, recreation, and other environmental values.



The agencies that were previously mentioned are currently working with the Corps of Engineers on the navigation study, but their participation is limited to the narrow aspects of expanding commercial navigation and associated environmental impacts of increased traffic. All natural resource agencies, both federal and state, need to commit more time and resources on a proactive approach to river management and less on reacting to impacts from economic developments. The Mississippi River deserves this type of approach and it is our responsibility to give Congress all the information it needs to help shape the river's future.

In closing, I would like to reiterate the following points and recommend that they thoroughly be addressed in the navigation study:

- Ongoing environmental impacts of past river transportation developments and continual operation and maintenance of those developments should be assessed.
- Projections of future river conditions should be included, with the assumption that commercial navigation will be expanded and maintained without additional efforts placed on natural resource management.
- The navigation study should be expanded to include recommendations for jointly managing the river for navigation and environmental benefits.
- The U.S. Fish and Wildlife Service, National Biological Survey, Environmental Protection Agency, U.S. Department of Agriculture, and states Departments of Natural Resources should join forces with the Corps of Engineers and develop a true multi-purpose approach to managing the Mississippi River.

Thank you for the opportunity to present these comments. The Iowa DNR stands ready to assist in developing a true multi-purpose approach to Mississippi River management.

Comments on the Upper Mississippi River Navigation Study

Presented by:

Iowa Corn Growers Association

Kevin S. Vinchattle

Deputy Director

November 17, 1994

Best Western Des Moines International

Des Moines, Iowa

The Importance of Barge Transportation for Iowa Corn Growers

Barring a weather related disaster, Iowa is perennially the nation's number one producer of corn. Including this year's estimated 1.93 billion bushel harvest, Iowa corn production has averaged 1.54 billion bushels during the last five years. That makes corn a multi-billion dollar revenue generator before the economic benefits gained from value added to corn are considered. This revenue, added to other agricultural enterprises, is the primary fuel for Iowa's economy. Agriculture is especially important to main streets in rural Iowa communities.

Iowa corn growers, like their mid-western counterparts, compete in the global market. Growers are impacted by differentials in transportation rates because these impact price. Iowa farmers, and Iowa's economy are, therefore, directly impacted by navigation on the Mississippi River system.

Barges operating on the U.S. inland waterways are the dominant carriers of U.S. grains to export ports. In 1991, more than one-half of grain shipments to export ports were via barge traffic.

The primary system for barge grain traffic is the Mississippi River. This system, which includes the Illinois, Ohio, Missouri and Arkansas rivers, moved more than 50 million tons of southbound grain in 1991. Half of this grain originated on the Upper Mississippi River. The Upper Mississippi is clearly the dominant originator of grain barge traffic for export.

Constraints to Future Corn Marketing Opportunities

Corn production in both Iowa and the U.S. is increasing. Barring some unforeseen event, this trend will continue. Export markets will play an increasingly important role in utilizing this increased production.

Ninety-five percent of the world's population lives outside the U.S. World populations and economies will continue to grow. However, except for Argentina, the U.S. has more prime ag land per capita than any other nation. This means the U.S. will continue to play an increasingly important role as a supplier of food to the world. For corn

Prices at river terminals greatly impact interior markets. In some locations the river obviously is the market. These impacts have repercussions on rural main streets as well as farms. All of these factors need measurement and assessment under proposed scenarios.

2. Any changes in the river that could impact agricultural land and/or drainage systems must be taken into account. Removing land from production or decreasing the possibility of producing a crop also carries an economic impact for farmers and rural communities. Again, these issues need measurement and assessment under various scenarios.

3. ~~We~~ support the Corps' openness in seeking input and encourage your continuing to be open about the progress of this study and provide ample **opportunity** for briefing and comment. As you know, however, farmers can become quite busy tending **to field work at various** times of the year. We request **the Corps commit to holding future public input meetings at times when farmers will be available** for participation.

4. This issue obviously has the potential of generating great controversy due to environmental concerns. The **corps**, and other state or federal agencies should take the lead in demonstrating how improvements can be made without total destruction of environmental resources. It is not realistic to expect us to live in a zero-use, zero-output society. ~~We~~ must use our natural resources to produce the food and fiber we consume.

5. **Will** the Corps generate traffic projections used in the study or will outside, independent sources be utilized?

6. **Is** there a difference between the Corps' "reconnaissance study" and a "feasibility study"?

7. How many river-based environmental concerns must be addressed in the study? Are there limits? Will the benefits of more efficient fuel usage and lower emissions by barges per weight shipped be identified as environmental benefits?

6. When analyzing various project scenarios is the economic livelihood of human beings given the same priority as protection of environmental resources? Are there different priorities assigned to each?

9. Are you on track with the study time table? Do you foresee, or have there been any delays in critical path items?

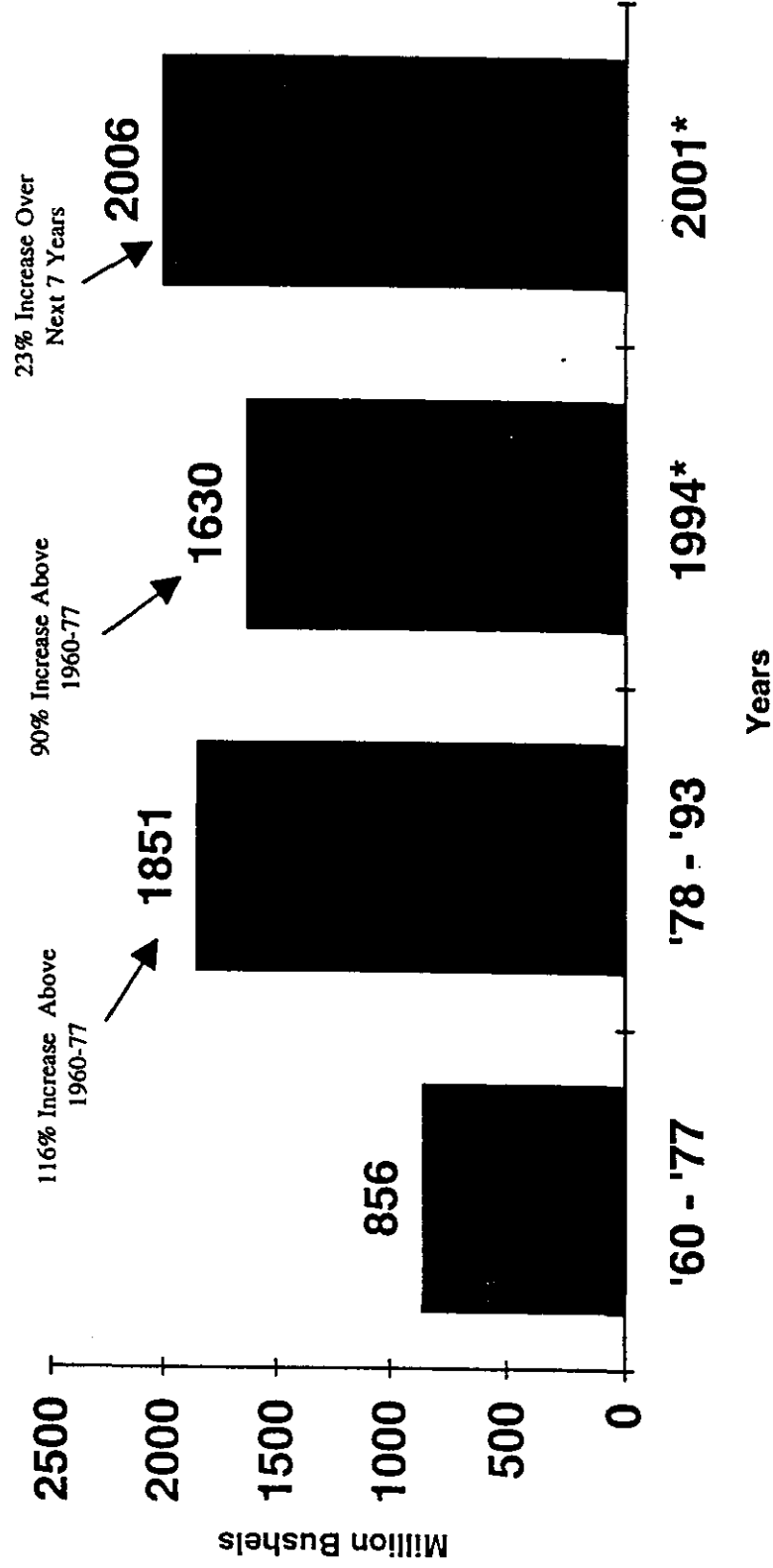
**Attachments:**

**VARIOUS CORN-RELATED INFORMATION**

# AVERAGE U. S. CORN EXPORTS BEFORE & AFTER CHECKOFF



## Iowa Corn Checkoff Program

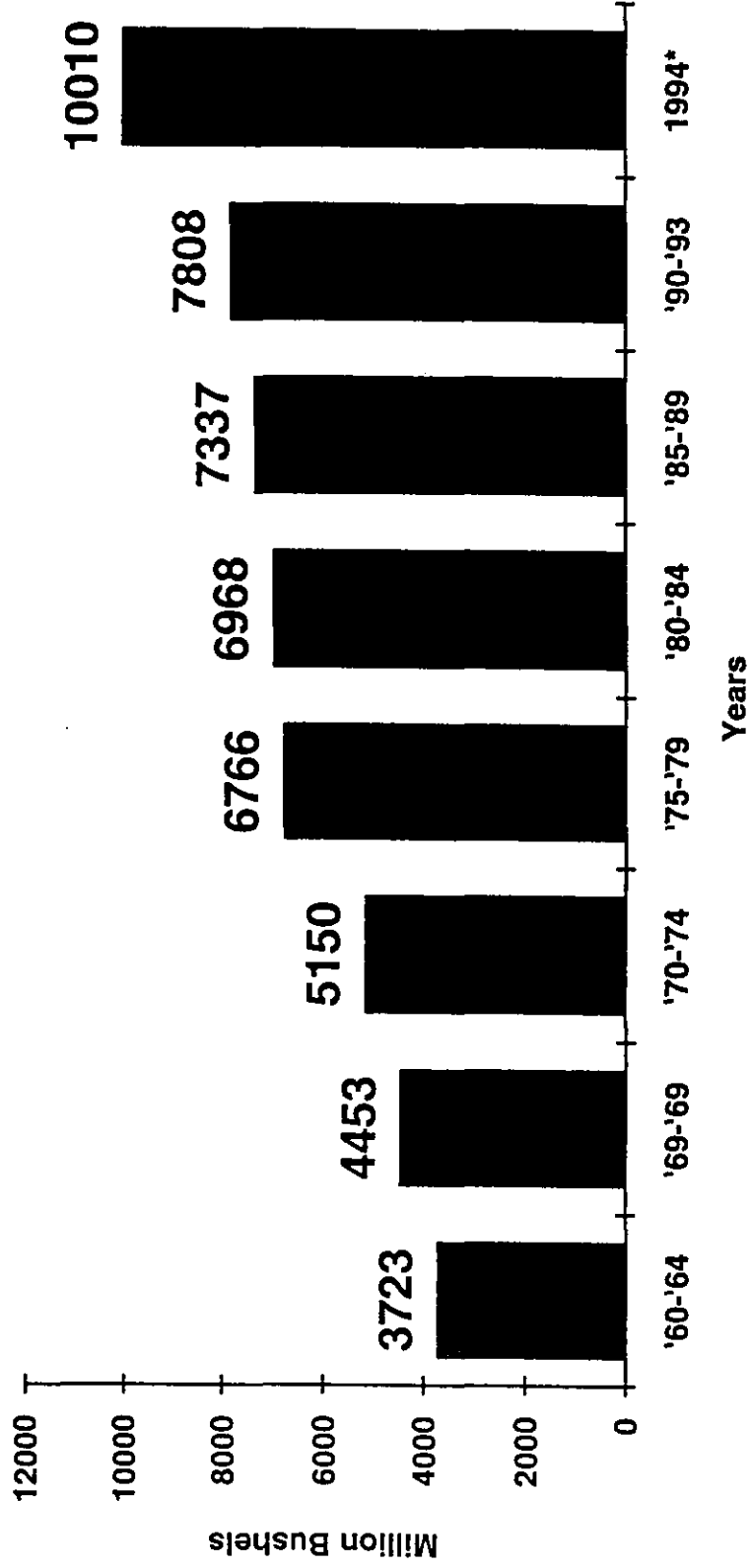


\* Projections



Iowa Corn  
Checkoff Program

## AVERAGE U.S. CORN PRODUCTION 1960 - 1994

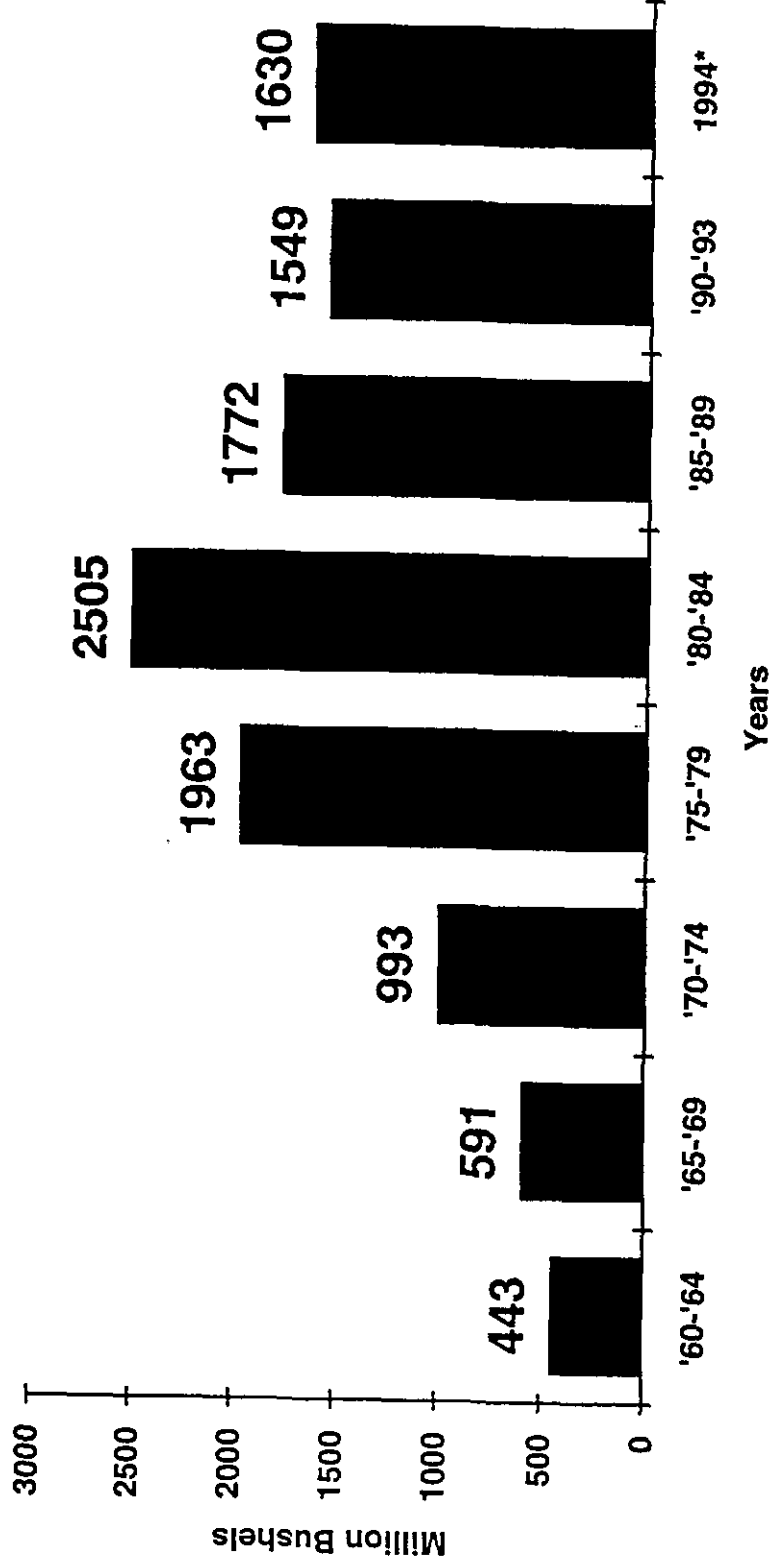


\* 1994 Projected Production

# AVERAGE U.S. CORN EXPORTS 1960 - 1994



Iowa Corn  
Checkoff Program



\* Projected 1994 Usage



ENOUGH WITH THE NAVIGATION STUDIES, MONEY WE SPEND HERE SIMPLY MEANS LESS FUNDS FOR FLOODPLAIN MANAGEMENT REFORM. WE NEED YOU AND OTHERS TO PARTICIPATE IN THE NAVIGATION STUDY MEETINGS LISTED HERE AND RAISE THE CONCERNS THAT WE ARE ADVOCATING. THESE CONCERNS ARE:

\* There should be no flood control projects lacking a framework of floodplain management reform. The recently stalled Water Resources Development Act [WRDA] provided an excellent framework to advance reform. It would be counterproductive to authorize new flood control projects while the federal program as a whole is under a state of review.

\* There should be no navigation system increases that expand capacity unless the environmental and other impacts of that expanded capacity have been examined throughout the entire affected river system, by an independent respected scientific body.

1.) How is the Corps addressing cumulative effects of increased navigation along the Upper Mississippi and Illinois Rivers when the studies being developed aren't of a scope to address this problem? Or the cumulative impacts that surely will result in an entirely different effect upon the system than one small study area can indicate! How will the models being developed or adapted address this issue?

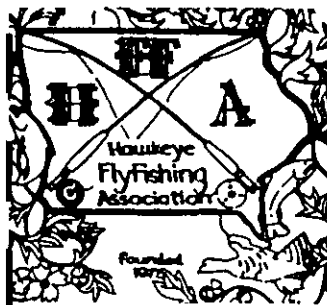
2.) According to biologists of the Upper Mississippi River Conservation Committee, the UMR system may already be at or beyond maximum capacity to function as a intact biological system. Several stretches of river are mimicking the biological degradation that presaged the collapse of the Illinois River many years ago. The first question should be how best to protect ecological values from existing navigation levels before engaging in a planning exercise that spends 3 to 1 on engineering versus biological study?

3.) All indicators tell us that farming capacity is essentially at a maximum in the midwest, with no quick answers to restraining the conversion of farm land to urban sprawl. How can we spend millions studying how to expand the structural transportation capacity without first assessing the economic factors that would drive the demand?

4.) It's been stated in some navigation study meetings that if a user fee were instituted, usage of the system would decline. If the bulk transportation system is so elastic to such an additional input, it indicates that there are already unsubsidized alternatives available to handle any hypothetical need for increased capacity -- without hardship to shippers or any multi- billion dollar taxpayer additions to the waterway system. What economic models are being developed to address this issue?

Debbie Neustadt  
1201 E 23  
Des Moines, IA  
50317

## **COMMENTS SUBMITTED AFTER THE MEETING SERIES**



# Hawkeye Fly Fishing Association

November 22, 1994

DUDLEY

PAT

/ PD FILE *orig*

/ PD-C

/ PD-E

PD-F

/ PD-W

/ PP-M (*Hawkeye*  
*Association*)

Corps of Engineers  
Rock Island District Office  
Clock Tower Building  
Planning Division  
P.O. Box 2004  
Rock Island, IL 61204-2004

Dear Sirs;

I am writing to express opposition to enlarging the locks on the Mississippi River. As the President of the Hawkeye Fly Fishing Association I speak for our three hundred plus members who live in Iowa, Illinois, and Wisconsin.

I grew up along the Mississippi in LeClaire, Iowa and have observed both barges and the Corps of Engineers my entire life. Frankly the Corps has a pathetic record of responsible action in its dealings with water and all associated with it. Over the years your dredging efforts have created havoc with wet lands and wildlife. Enlarging the locks will merely result in more destruction.

Increased barge traffic is neither desirable nor welcome. Alternative methods of shipping of goods are available. I fear that enlarging the locks will lead to additional dredging, addition channelization, increasing channel depth. increasing bank erosion from barge wakes, and last but not least increased spending of tax dollars for dubious returns. Thank you for the opportunity to address you in this most important matter.

Sincerely,

Nate Hopkins  
President, HFFA  
23 Durham Ct.  
Iowa City, IA 52240  
319-338-8262

November 23, 1994

U.S. Army Corps of Engineers  
Rock Island District Office  
Planning Division  
P. O. Box 2004  
Rock Island, IL 61204-2004

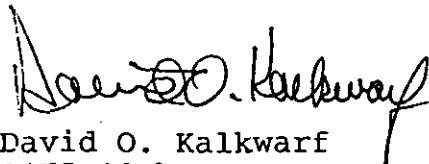
Subject: Study on Increased Barge Traffic on Upper Mississippi

Please add my name to those opposed to the proposed increase in lock length from the current 600 feet to 1200 feet. A resulting increase on barge traffic would most certainly degrade the river environment. I have witnessed on a first hand basis the poor quality water present in the Illinois River System and do not wish the same on the Upper Mississippi.

My wife and I took a boat trip on the Illinois River from Henry, Illinois to its junction with the Mississippi at Grafton. That waterway is not a river, it's a big, muddy, stirred-up drainage ditch.

I realize that the river is important to our farmers as a conduit for grain. However, there must be an effort made to balance freight hauling needs with the irreplaceable wildlife system of the Upper Mississippi.

Thanks for considering my opinion.



David O. Kalkwarf  
1175 18th Street  
Marion, IA 52302

DUDLEY

PAT

✓ PD FILE *orig*

✓ PD-C

✓ PD-E

PD-F

✓ PD-W

PP-M *(Kincaid)*  
*(Kincaid)*

20 NOVEMBER 1994

U.S. ARMY CORPS OF ENGINEERS

Rock Island District Office

Clock Tower Building

Planning Division

Box 2004

Rock Island, IL 61204-2004

DUDLEY

PAT

/ PD FILEing

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PD-F

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/ PP-M (Pikeing)  
(Kincaid)

SUBJECT: MISSISSIPPI LOCK STUDY

I want you to know that I am very much opposed to spending one dollar let alone 44 MILLION to study the "feasibility" of expanded locks to accommodate larger strings of barges on the Mississippi. Even if it were feasible I am very much opposed to doing it. The emphasis on barge traffic ought to be to reduce it before we further destroy a great River and national treasure.

As an engineer and former officer in the Corps of Engineer, I am appalled that the Corps would spend one penny on "feasibility" before the overriding issue of "do we as a nation want to do it" is addressed.

Sincerely,

John G. Kratzer

JOHN G. KRATZER

4616 INDIAN CREEK RD

MARION, IA 52302

CC: SENATOR CHARLES GRASSLEY 319/377-1915

SENATOR TOM HIRKIN

CONGRESSMAN JIM LEACH

U.S. Army Engineer District Rock Island  
Attn. Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island IL. 61204-9908

To Whom It May Concern

I was unable to make any of the public meetings regarding the upper Mississippi River-Illinois Waterway meetings. I am a farmer and also work for an agri-business firm. I also enjoy summer boating on the Mississippi.

As I read the newspaper about the problems with railroad strikes and the possibility of a new world trade agreement, I come very concerned about the ability to move our impute needs to us and then move our commodities out of the midwest. I plead with you to keep our navigational system operating at least at the currently levels with the potential to improve our lock and damn system to better facilitate barge movement. Anything short of this would be very devastating to the economy of the central United States.

Thanks for your time.

Regards

A handwritten signature in cursive script, appearing to read "Paul", written in dark ink.

Paul Von Tersch



*Lampsilis higginsii*  
(Lea, 1857)

# MALACOLOGICAL CONSULTANTS

Naiad Mollusks: Research • Surveys • Lectures • Specimens • SCUBA Diving

1603 Mississippi Street  
La Crosse, Wisconsin 54601 U.S.A.

Phone: 608-782-7958  
20 November 1994

UMR-ILWW System Navigation Study  
US Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

DUDLEY

PAT

✓ PD FILE *orig*

✓ PD-C

✓ PD-E

PD-F

✓ PD-W

✓ PP-M (*finished*)

Please replace comments I made at the La Crosse, WI, COE Public Hearing, 15 November 1994, with this statement. My name is Marian E. Havlik, La Crosse, WI, representing myself. I have been studying the freshwater mussels (unionid mollusks) of the Upper Mississippi River System (UMRS) for over 25 years. During the past 20 years I have submitted numerous statements at various federal and state public meetings concerning the effects of commercial navigation activities upon the UMRS and its unique mussel fauna. I've seen some COE attempts to improve their Operation and Maintenance practices. But a great deal remains to be done if we are to maintain and even improve the UMRS ecosystem in order to preserve the system's tremendous biodiversity.

We were promised environmental studies and enhancement projects to mitigate for the effects of the second Alton Lock. We've had to fight for every congressional dollar to fund these studies. Were there similar battles to fund the second Alton Lock? Will the research planned for the present study provide us with enough information, in the existing time frame, to make informed decisions on the cumulative impacts from additional 1200 foot locks? I seriously doubt it.

I have seen and documented many instances of direct impacts to the UMRS mussel fauna by navigation operations. We've declined from 50 to 35 mussel species. Three mussel species are federally endangered, and several more are proposed for federally endangered status. Over 15 mussel species are state endangered or threatened, and many more are mussel species of special concern. Now the UMRS mussel fauna, unique in the world, is gravely imperiled by Dreissena polymorpha (Pallas, 1771), Zebra Mussel, brought into the UMRS by the commercial navigation industry.

To get a true picture of how we got to where we are today, read the 1993 "River of Grain" by Richard Hoops. You are currently studying only the impacts of replacing locks. What's going to happen when aging UMR dams need to be replaced? We, of the present generation, our children, and grandchildren, shouldn't have to pay and pay for projects with very questionable cost benefit ratios. We must find a cheap way to move commodities without impacting one of our nation's greatest natural resources, the Upper Mississippi River System. Thank you.

Sincerely,

*Marian E. Havlik*

Marian E. Havlik

11-20-97

U. S. Army Corps of Engineers.

Subject: Mississippi Lock Study.

Now is the time to make  
the Division not to enlarge  
the locks along the upper  
Mississippi.

The river is a national  
treasure — let us not  
destroy our beautiful river.

Sincerely,

Martha N. Keating  
Bloomington, Iowa -

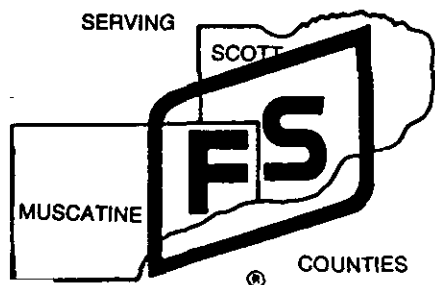
CF:

PD-C

-E

-W





# S/M SERVICE CO.

P.O. Box 609  
Walcott, Iowa 52773  
(319) 284-6293

PETROLEUM PRODUCTS  
PAINTS TIRES  
ANTI-FREEZE  
CHEMICALS  
FERTILIZER—  
BULK AND BAGGED  
SERUM  
FEEDS - SEEDS  
L.P. GAS

November 23, 1994

U.S. Army Engineer District, Rock Island  
Attention: Planning Division (PD-C)  
Clock Tower Building  
PO Box 2004  
Rock Island, IL 61204-9908

Gentlemen:

The Mississippi River is critical to the ag economy throughout the midwest. Being in the farm supply and grain marketing business, I can assure you the river provides us market opportunities for grain exports as well as providing a way for us to receive fertilizer products used to grow corn, soybeans and hay.

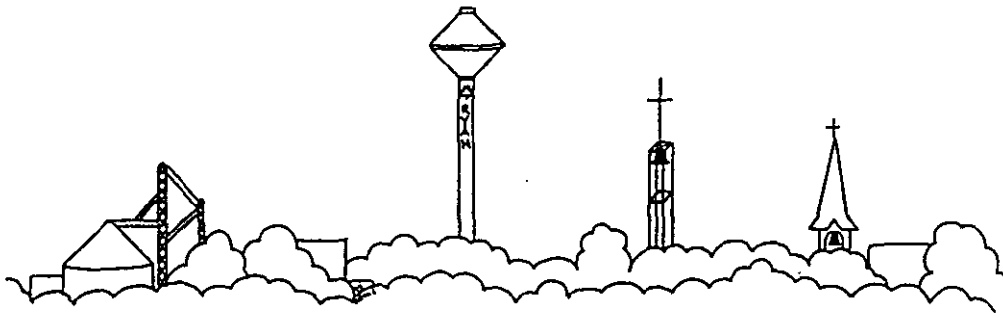
The river is an economic means of transportation that allows Americans to enjoy reasonably priced food. Barge transportation is 2.5 times more fuel efficient than rail and 8.5 times more efficient than trucks.

Again, the Mississippi River is extremely important to midwest agriculture and to cooperatives such as S/M Service Company. We support the Corps' efforts.

Sincerely,

Merle L. Anderson  
Manager

cc: Don Klindt, President



# Ryan Cooperative

P.O. Box 39  
Ryan, Iowa 52330

Phone - 319-932-2101  
FAX - 319-932-2012  
WATTS - 1-800-392-3351

---

November 22, 1994

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

Dear Planning Division Staff:

Last Wednesday evening I attended the public meeting held at Dubuque Ia. I am very concerned about the ratio of people that were opposing the possibility of enhancing navigation on the Mississippi River versus the number of us supporting such an effort. Many comments were made about the river being inefficient because it can only be used nine months of the year. We truck grain to the river terminals in the fall, spring and summer and many times backhaul fertilizer from barges, these times fit our needs very well. I also feel the river market many times helps to raise our local grain market anywhere from 3 to 8 cents per bushel over the price the processors in Cedar Rapids would pay.

Waterway transportation is the most environmentally friendly form of movement of bulk commodities. Barge transportation is 2.5 times more fuel efficient per ton mile than rail and more than 8.5 times more efficient than trucks. Likewise the national economy and public benefit by more than one billion dollars in transportation savings from the viability of the Upper Miss systems, a savings well worth the cost of operating and maintaining this system.

I appreciate and support the Corps efforts to involve the public in this on-going study process. Thank you for all your time and patience in the past and future.

Sincerely,

Mel Campbell  
Ryan Co-op

Nov. 17- 1994

To whom it may Concern:

I'm against expounding barge Traffic on The mississippi.

I'm 73 years young and have been fishing the river since I was 18 years old so I have seen old man river depreciate.

There to many boats and barges on the river now any more is only going to increase the danger of accidents and cause more pollution.

The back waters are filling in they used to be clear most of the year full of plant life, and the water was clean.

Extra barge traffic would cause more shore erosion. Large boats also cause fish spawn and other water life to be destroyed by the sucking, washing caused by the waves.

We have polluted enough,  
the clams are about gone.

✓ Crayfish ✓ ✓ ✓

✓ Elgimites ✓ ✓ ✓

✓ Turtles ✓ ✓ ✓

the plant life as it never it is about gone

the fish population is way down

The fish are full of pesticides.

I know big money and special interest groups will do as they please. and my small voice will be washed away like one small grain of sand in the mighty mississippi river.

Ralph C. Morales

1147. 35th st. NE

Cedar Rapids. Ia

CF:  
PD-C  
EW  
PP-M

Clark and Nancy Parks  
4324 Fox Meadow Drive S.E.  
Cedar Rapids, Iowa 52403  
November 16, 1994

U.S. Corps of Engineers  
Clock Tower Building, Planning Division  
P. O. Box 2004  
Rock Island, Illinois 61204-2004

Good Morning:

RE: PROPOSAL TO INCREASE LOCK CAPACITY ON MISSISSIPPI

This is a statement in opposition to the proposal to increase the lock capacity at the locking facilities along the Mississippi River.

We oppose these plans for two primary reasons:

1. There is adequate barge and rail capacity now to efficiently and inexpensively handle the present traffic and projected traffic for the foreseeable future. Therefore there is no economic need for expansion of these facilities.
2. When two competing forms of transportation are available -- as is the situation in this case -- government funds should not be spent to subsidize one form over the other.

On November 8, 1994 the voters went to the polls. One of the "obvious messages" sent at that election was that the American people do not want their government wasting money on unneeded projects such as this.

We urge you to totally drop all plans to expand the locking facilities along the Mississippi River.

Sincerely,

  
Nancy L. Parks      Clark K. Parks

cc: Representative Jim Nussle  
Representative Jim Leach  
Senator Chuck Grassley  
Senator Tom Harkin

PDW

C

November 15, 1994

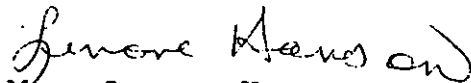
Corps Rock Island District Office  
Clock Tower Building  
Planning Division  
P.O. Box 2004  
Rock Island, Ill. 61204-2004

Gentlemen:

I am concerned with the proposal that you make present locks larger on the upper Mississippi, and urge you to drop the plan.

I'm sure you have seen what barge traffic has done to the lower Mississippi with erosion. The upper Mississippi is unique that it is still a pleasure to cruise and enjoy. This is a mighty big tourist attraction.

Sincerely,



Mrs. Lenore Hanson  
501 East Charles  
Oelwein, Iowa 50662

CF: PDC

PDW

Corps' Rock Island office  
Rock Island, Ill

11/15/94

To Whom it may concern:

The Mississippi River is a mess!

Why further destroy one of our natural treasures by allowing more and larger barge traffic?

Our county depends upon the river. Tourism has dropped in direct relation to the poorer quality fishing and 'dirty' shallow backwaters.

As a part of your multi-million dollar study go out and simply talk to people who live along the once mighty Mississippi.

An open invitation is extended to anyone from the Corps' to visit our newspaper office as per input.

F: PDC  
W

Sincerely,  
Tom Johnson, Publisher

15  
November 18, 1994

U.S. Army Corp. of Engineers  
Planning Division  
P.O. Box 2004  
Rock Island, IL 61204-2004

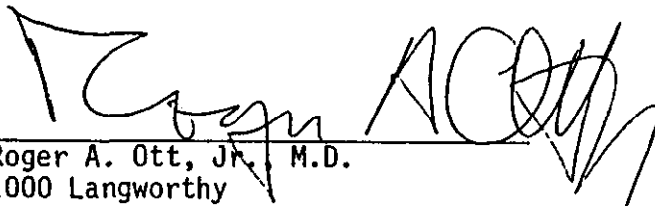
RE: Proposed Navigation Improvements on the Mississippi and Illinois Rivers.

TO WHOM IT MAY CONCERN:

I was unable to attend the recent public meeting in Dubuque regarding the proposed "navigation improvements" on the Mississippi and Illinois rivers. My understanding of that meeting was that there was tremendous opposition to this project.

I would also like to express my opposition to the changes proposed by the U.S. Army Corp. of Engineers. I think that it is clear that this would have a devastating impact both on the surrounding wildlife, as well as the multiple recreational uses. A review of the data would suggest that the upper Mississippi River is already endangered in multiple respects and the changes proposed by the U.S. Army Corp. of Engineers would be of further detriment in that regard.

Thank you very much for your consideration of this matter.

  
Roger A. Ott, Jr., M.D.  
1000 Langworthy  
Dubuque, IA 52001

RAO/pt

CF:  
PD-E  
-W  
-C

# James W. Bell Company Inc.

## Marine Division

131 First St.  
P.O. Box 356  
MacGregor, Iowa 52157  
319-873-3313

Regal Boats  
MacGregor Yachts  
Nordic Tugs  
Karavan Trailers

1720 I Avenue  
P.O. Box 727  
Cedar Rapids, Iowa 52406  
319-362-1151

November 21, 1994

U.S. Army Corp. of Engineers  
Corp. Rock Island District Office  
Clock Tower Building  
Planning Division  
PO Box 2004  
Rock Island IL 61204-2004

Gentlemen:

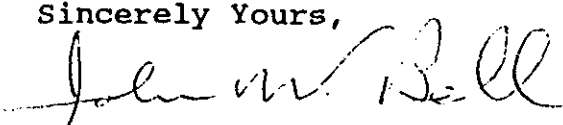
As a river front property owner I was extremely interested in the comments of the people who attended the public meeting last Wednesday in Dubuque, concerning the proposal to increase the size of the locks on the Upper Mississippi River.

Increasing the length of the lock from 600 feet to 1,200 feet, would mean that 15 barge tows could lock through in 20 minutes instead of the present two hours. If the total tonnage available remained constant or nearly so, this means that it would take fewer barges and towing units to move the amount of tonnage available. Consequently, the lengthening of the locks would result in less traffic on the river rather than more.

Consequently, I think the comments of the airheaded environmentalists seem rather ridiculous. Two Marine Biologist who work for the Iowa Department of Natural Resources also spoke against lengthening the locks for the most ridiculous stupid reasons I could possibly imagine. It has long been a mystery to me of how these characters figure riverboat traffic has a effect on fish and wildlife and recreation. I think whoever runs the Department of Natural Resources should put a muzzle on these two idiots or at least explain to them the old saying of Confucius "that it is advisable to start brain before engaging mouth".

I am definitely for increasing the length of the locks, as it would improve the efficiency of the tow boat operation on the Upper Mississippi River. This in turn would lower the cost of moving bulk commodities on the river, which would be a great benefit to the entire country.

Sincerely Yours,

  
John W. Bell  
Chairman of the Board  
JWB/mp

CF:  
PD-C  
-W



REGAL

MacGregor

KARAVAN



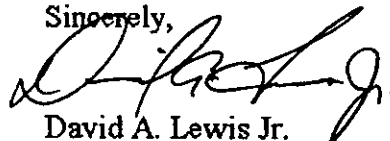
December 5, 1994

U. S. Army Engineer District, Rock Island  
Attention: Planning Division (PT-C)  
Clock Tower Building  
P. O. Box 2004  
Rock Island, IL 61204-9908

RE: Upper Mississippi River - Illinois Waterway System Navigation Study

Commercial navigation is essential to the continued health of the national economy. The economy of the upper midwest and our international balance of payments depends heavily upon a reliable and economical navigation system for the annual movement of nearly 82 million tons of fuel, grain, fertilizers, recycled scrap metals and other bulk commodities from and to facilities along the river system.

It is essential that the current Upper Mississippi River - Illinois Waterway Navigation System Study be continued and be completed on schedule. The analysis of the Upper Mississippi River navigation capacity needs is an extremely important objective in this study, as inland water transportation is the most cost effective, most efficient, and most environmentally friendly method by which to move bulk goods. It is extremely important that appropriate infrastructure continues to be available to support commercial navigation.

Sincerely,  
  
David A. Lewis Jr.

December 7, 1994

U.S. Army Engineer District, Rock Island  
Attn: Planning Division (PT-C)  
Clock Tower Building  
P. O. Box 2004  
Rock Island, IL 61204-9908

RE: Upper Mississippi River - Illinois Waterway System Navigation Study

Commercial navigation is essential to the continued health of the national economy. The economy of the upper midwest and our international balance of payments depends heavily upon a reliable and economical navigation system for the annual movement of nearly 82 million tons of fuel, grain, fertilizers, recycled scrap metals and other bulk commodities from and to facilities along the river system.

It is essential that the current Upper Mississippi River - Illinois Waterway Navigation System Study be continued and be completed on schedule. The analysis of the Upper Mississippi River navigation capacity needs is an extremely important objective in this study, as inland water transportation is the most effective, most efficient, and most environmentally friendly method by which to move bulk goods. It is extremely important that appropriate infrastructure continues to be available to support commercial navigation.

Jenifer Tretter  
3505 Lancaster Dr.  
New Albany, IN 47150



U.S. Army Engineer District Rock Island  
Attn: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island IL 61204-9908

December 7, 1994

Reference: Upper Mississippi River - Illinois Waterway System Navigation Study.

Cominco Fertilizers supports the Upper Mississippi River - Illinois Waterway Navigation Study. We use the river system to ship our products to our customers, many of whom have no other way to receive goods and materials. We need a river transportation system that works and is efficient and reliable. The Upper Mississippi and Illinois Rivers are of major importance to the long term economic viability of the United States with many thousands of people's jobs and lives depending on the river system. It's been proven time and time again that water transportation is the safest most efficient form of transportation. We need to plan for the future, we need to know what could possibly be the potential problems that may develop. We need long term management of the Upper Mississippi River and Illinois Waterways in order for the United States to maintain its competitiveness in the world market place.

The river transportation system that we have is the envy of every other country in the world. We need to plan for the future and protect and improve what we have, so that everyone may benefit. The long term economic viability of the region depends on a safe reliable and competitive transportation system. We support and applaud the objectives of this study which includes an analysis of the Upper Mississippi River navigation Capacity needs until the year 2050.

Sincerely,

A handwritten signature in black ink, reading "John Brumbaugh", with a large, stylized flourish at the end.

John R. Brumbaugh  
Regional Transportation Manager



MARQUETTE TRANSPORTATION CO., INC.  
P.O. Box 1456  
2308 South 4th Street  
Paducah, Kentucky 42002-1456  
(502) 443-9404

December 8, 1994

US Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
PO Box 2004  
Rock Island, IL 61204-9908

RE: Upper Mississippi River - Illinois Waterway  
Navigation Study


Gentlemen:

Please allow the enclosed Testimony to be presented before the  
Planning Division for the above captioned study.

We appreciate your consideration in this matter.

Sincerely,

MARQUETTE TRANSPORTATION CO., INC.

  
Bobby R. Miller, Jr.  
Vice President - General Counsel

BRM:mh

Encl.

21  
December 5, 1994

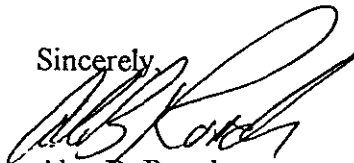
U. S. Army Engineer District, Rock Island  
Attention: Planning Division (PT-C)  
Clock Tower Building  
P. O. Box 2004  
Rock Island, IL 61204-9908

RE: Upper Mississippi River - Illinois Waterway System Navigation Study

Commercial navigation is essential to the continued health of the national economy. The economy of the upper midwest and our international balance of payments depends heavily upon a reliable and economical navigation system for the annual movement of nearly 82 million tons of fuel, grain, fertilizers, recycled scrap metals and other bulk commodities from and to facilities along the river system.

I believe it is essential that the current Upper Mississippi River - Illinois Waterway Navigation System Study be continued and be completed on schedule. The analysis of the Upper Mississippi River navigation capacity needs is an extremely important objective in this study, as inland water transportation is the most cost effective, most efficient, and most environmentally friendly method by which to move bulk goods. It vital to our national strength and competitiveness that the appropriate infrastructure continues to be available to support commercial navigation.

Sincerely,



Alan B. Roach  
3006 Gus Emmett Trail  
Sellersburg, IN. 47172.

Temporary expansion or upgrading of shipping and  
navigation facilities on the Mississippi River.  
River shipping is important to the economy of the  
upper Midwest, but present facilities are sufficient.  
I don't think we should spend that much money  
on construction that will negatively impact  
tourism sport & recreational fishing, and the  
river environment.

Neal Niemuth  
1019 Harey  
Laramie, WY 82070

December 6, 1994

To: Army Corp of Engineers

From: Ms. Denise Leubka

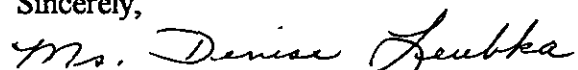
Re: Expansion of Lock and Dam system on Mississippi River

Thank-you for this opportunity to comment on the proposed expansion of the Lock and dam system on the Mississippi River. I am concerned about the idea that the Mississippi River should be viewed solely as a tourist attraction. The Mississippi River has been a vital transportation corridor for economic goods throughout history. In Iowa, barge traffic is inextricably linked with agriculture and our economy. Agriculture is the backbone of Iowa's economy. To try to replace it with tourism is sheer folly.

I am also opposed to the idea of viewing the river solely as an environmental corridor. There is no doubt the Mississippi River supports a vast variety of plant and animal species that deserve consideration during the planning process. But our own American Eagle has benefited in some ways from the Lock and Dam system and large numbers can frequently be seen fishing below the Dam in the Guttenberg area. Environmental extremists who would have us restore the river to the way it looked several hundred years ago fail to take into consideration that a river by its very nature is constantly changing.

In conclusion I think it would be a mistake to view the river with a singular purpose in mind be it tourism, transportation, or environmental in nature. With careful study and planning I feel the river can continue to serve a multitude of purposes which will benefit all Iowans. Thank-you.

Sincerely,



Ms. Denise Leubka  
818 Bolton St.  
Springville, IA 52336

# Greater La Crosse Area Chamber of Commerce

US Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O., Box 2004  
Rock Island, IL 61204- 9908

December 6, 1994

Reference: Upper Mississippi River - Illinois Waterway System Navigation Study

Dear Sirs:

The purpose of this letter is to express the support of this organization and its 1,200 members for the proposed Waterway System Navigation Study. We have reviewed the objectives of this six-year study and are in complete agreement with your purposes.

There are a few issues deserving of special emphasis:


1. As with almost everything in our society, issues concerning the Mississippi River have become increasingly complex. It is important that the river system be thought-of and maintained as a multiple-use asset. Horizontal integration of commercial, recreational, environmental and wildlife management are all inter-related. The effort to make each compatible with the other remains our most difficult and critical challenge, but one that must be achieved.

2. It is equally important to recognize that the economic influence of the Mississippi River extends far from its shoreline. Therefore, those who support only wildlife concerns must be provided facts that demonstrate the business and economic significance of the river. Conversely, business must realize that the consequences of shifting commercial transport from the river to other modes of shipping is of concern not merely to our economy, but to nearly all of our environmental issues as well.

3. In paragraph 1, the importance of horizontal integration was mentioned. As the result of initiatives by other federal and state agencies, there is need for vertical integration as well. Especially significant are the developing policies of the Mississippi River Heritage Corridor Study, as well as NPS's Mississippi National River and Recreation Area Study.

Thank you for the opportunity to express our perspective and concerns, If our organization can provide additional information or support of this important effort, please feel welcome to call upon me directly.

Sincerely,

  
W.W. Sorenson, President  
The Greater La Crosse Area Chamber of Commerce



As an agricultural dealer I am concerned that the future of river navigation is a transportation entity that must remain intact. Opportunities to ship and receive agricultural products by river transportation saves money and time plus having access to global markets.

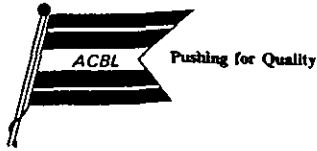
The river system must be modernized and sustained to maintain economical functioning. The river system saves many millions of dollars for the national economy.

Since the environment is an upmost consideration the river system is the most environmentally friendly form of transportation of bulk products. Overall efficiency of the river system concerning fuel usage is better than rail and trucks.

I support the Corp of Engineers to get more public involvement and proceed to keep the river system modernized

H. Halford & Sons, Inc.  
2443 Vincent Ave.  
Winthrop, Iowa 50682

Jon Halford  
Halford & Sons  
2443 Vincent Ave  
Winthrop, IA 50682



*American Commercial Barge Line Company*

Box 610  
Jeffersonville, Indiana 47131-0610  
Phone: 812/288-1768

December 6, 1994

James F. Farley  
Vice President  
Distribution Services

U. S. Army Engineer District, Rock Island  
Attention: Planning Division (PT-C)  
Clock Tower Building  
P. O. Box 2004  
Rock Island, IL 61204-9908

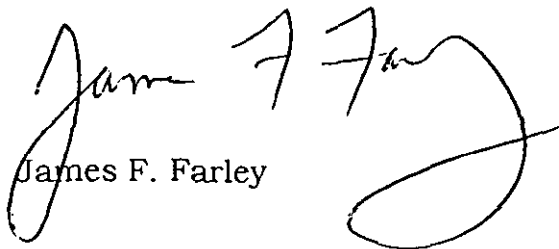
RE: Upper Mississippi River - Illinois Waterway System Navigation Study

Dear Friends:

Commercial navigation is essential to the continued health of the national economy. The economy of the upper midwest and our international balance of payments depends heavily upon a reliable and economical navigation system for the annual movement of nearly 82 million tons of fuel, grain, fertilizers, recycled scrap metals and other bulk commodities from and to facilities along the river system.

It is essential that the current Upper Mississippi River - Illinois Waterway Navigation System Study be continued and be completed on schedule. The analysis of the Upper Mississippi River navigation capacity needs is an extremely important objective in this study, as inland water transportation is the most cost effective, most efficient, and most environmentally friendly method by which to move bulk goods. It is extremely important that appropriate infrastructure continues to be available to support commercial navigation.

Sincerely,

  
James F. Farley

JFF:mw



# Canal Barge Company, Inc.

1801 ENGINEERS ROAD  
BELLE CHASSE, LOUISIANA 70037  
(504) 581-2424  
FAX: (504) 585-4618

December 2, 1994

U.S. Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

**RE: UMR and IW Navigation Feasibility Study**

Dear Sirs,

Canal Barge Company, Inc. is a private inland and offshore marine transportation company operating approximately 25 tugs, towboats and ships, over 500 liquid and dry cargo barges and employing over 400 people throughout the Midwest and Gulf Coast.

The upper Mississippi River and Illinois Waterway navigation feasibility study is critical in our view for the planning necessary to continue navigation on these waterways into the twenty first century.

**Accordingly, we strongly urge the U.S. Army Corps of Engineers to continue the study until completion as the first step in analyzing the critical need for particular waterways infrastructure improvements.**

We are enclosing a duplicate of this letter and a stamped return envelope for your acknowledgement of receipt of our statement of support.

We appreciate your consideration.

Sincerely,

Richard T. McCreary  
Vice President Operations & Technical Services

Received By: Suzanne R. Anderson

Date: 7 December 1994

December 5, 1994

**JAMES F. FARLEY**  
8904 Lippincott  
Louisville, Kentucky 40222

U. S. Army Engineer District, Rock Island  
Attention: Planning Division (PT-C)  
Clock Tower Building  
P. O. Box 2004  
Rock Island, IL 61204-9908

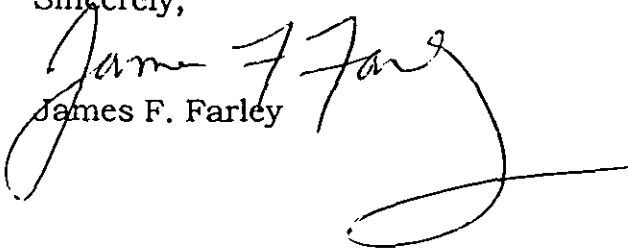
RE: Upper Mississippi River - Illinois Waterway System Navigation Study

Dear Sirs:

Commercial navigation is essential to the continued health of the national economy. The economy of the upper midwest and our international balance of payments depends heavily upon a reliable and economical navigation system for the annual movement of nearly 82 million tons of fuel, grain, fertilizers, recycled scrap metals and other bulk commodities from and to facilities along the river system. My personal economic well-being and that of the other 2,000 plus employees of American Commercial Lines is directly related to a viable waterway infrastructure.

It is essential that the current Upper Mississippi River - Illinois Waterway Navigation System Study be continued and be completed on schedule. The analysis of the Upper Mississippi River navigation capacity needs is an extremely important objective in this study, as inland water transportation is the most cost effective, most efficient, and most environmentally friendly method by which to move bulk goods. It is extremely important that appropriate infrastructure continues to be available to support commercial navigation. This issue is regional, national, and global in its importance to the American people.

Sincerely,

  
James F. Farley

JFF:mw

Dec. 5, 1994 31

Dept. of the Army  
Rock Island District  
Clock Tower Building  
Rock Island, Ill. 61204-2004  
ATTN: Planning Div. (Luc Simmons)

Dear Ms. Simmons:

Please send me one copy of the Baseline  
Initial Project Management Plan (IPMP) for the  
Upper Mississippi River - Illinois Waterway  
System Navigation Study (May 1994). A  
check in the amount of \$7.50 is enclosed.

It was a pleasure to meet, and talk  
with, you at the Nov. 9th public meeting  
in Chicago. The description of the various  
study activities was most interesting and  
I look forward to obtaining a copy of the  
transcript of that meeting. Please bill me  
for the cost (of one copy of the transcript).

I spoke briefly with Dudley Hansen  
at the meeting and would be interested in  
knowing his current position in the Corps  
and his business address.

Sincerely,  
George E. Anderson  
924 N. Spring Ave.  
La Grange Park, IL 60525



US Army Corps  
of Engineers

October 1994

UPPER MISSISSIPPI RIVER - ILLINOIS WATERWAY SYSTEM NAVIGATION STUDY  
COMMENT SHEET

Name KENT PEHLER

Telephone 608 782 3670

Address BOX 2557

City LACROSSE

State WI

ZIP 54602-2557

(Please provide your comments in the space below)

FOUND THE PUBLIC MEETINGS PRESENTATION TO  
BE VERY INFORMATIVE WITH A CLEAR  
OBJECTIVE PLAN. I WAS DISAPPOINTED BY  
ALL THE OPPOSITION COMMENTS FROM  
ENVIRONMENTALIST (AND OR RAILROAD) WHO  
WERE VERY UNINFORMED AND ACTING ON  
EMOTIONS.  
THE RIVER AND WATERWAYS ARE INDEED VERY

----- (fold here, and return to addressee) -----

(Continue comments here)

IMPORTANT PART OF THE NATIONAL INFRASTRUCTURE.  
IF AS PROPOSED BY THE ENVIRONMENTALIST THE DAMS  
WERE REMOVED, MUCH OF THE RIVER ALONG WITH  
ASPECTS OF THE ECONOMY WOULD SHUT UP.  
PLEASE DO NOT LET THE OVERWHELMING NUMBER OF OPPOSITION  
ENVIRONMENTALIST BLOW YOU OFF COURSE.

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> Waterborne Industry | <input type="checkbox"/> Federal Government (Congressional) | <input type="checkbox"/> Regional Planning           |
| <input type="checkbox"/> Other Business/Industry        | <input type="checkbox"/> Federal Government (All Other)     | <input type="checkbox"/> Recreation                  |
| <input type="checkbox"/> Environmental Group            | <input type="checkbox"/> State Government                   | <input type="checkbox"/> No Particular Affiliations; |
| <input type="checkbox"/> Agriculture                    | <input type="checkbox"/> City/County Government             | <input type="checkbox"/> Personal Interest           |
| <input type="checkbox"/> Media                          | <input type="checkbox"/> Education                          | <input type="checkbox"/> Other (specify)             |

Privacy Act Statement

In accordance with the Privacy Act of 1974 (Authority: Paragraph 11, ER 1105-2-502), routine uses of the information obtained from this form include compiling official mailing lists for future informational publications and recording additional views and public participation in studies.



Georgia Gulf Corporation  
Telephone:  
(708) 706-3060  
Fax (708) 706-3065

425 N. Martingale Road  
Suite 1350  
Schaumburg, IL 60173

December 6, 1994

U.S. Army Engineer District, Rock Island  
Attn: Planning Division (PT-C)  
Clock Tower Building  
PO Box 2004  
Rock Island, IL 61204-9908

RE: Upper Mississippi River - Illinois Waterway System Navigation Study

As a representative of Georgia Gulf Corporation I want to go on record for my support of the Upper Mississippi River - Illinois Waterway navigation System Study. I applaud the objectives of this six year study which included an analysis of the Upper Mississippi River navigation capacity needs between now and the year 2050.

It is important to recognize that commercial navigation on the Upper moves approximately 9.5 million pounds per year of caustic soda for Georgia Gulf to the Minneapolis/St. Paul area. The economy of the upper mid-west depends upon a reliable and economical navigation system for the movement of our bulk commodity products.

Thank you for recognizing this position.

Very truly yours,

A handwritten signature in cursive script that reads "Cory Krobert".

Cory Krobert



# CLARENCE COOPERATIVE COMPANY

CLARENCE, IOWA 52216  
PHONE (319) 452-3805  
PETROLEUM 452-3535  
LUMBERYARD 452-3100

OLIN, IOWA 52320  
PHONE (319) 484-2351  
STANWOOD, IOWA 52337  
PHONE (319) 945-3365

MARTELLE, IOWA 52305  
PHONE (319) 482-3101  
WATS 800-332-5222

DIXON, IOWA 52745  
PHONE (319) 843-2115  
WATS 800-859-2115

December 5, 1994

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

One of the best things Midwest grain farmers have going for them is the efficiency of the Mississippi River transportation system as they struggle to be competitive in the World Grain Market.

Barge transportation is 2 1/2 times more fuel efficient than rail and 8 1/2 times more efficient than trucks. We protect the environment and conserve energy by utilizing the river for low cost transportation.

Sincerely,

Bob Murrell  
General Manager



PHONE (715) 678-2411  
FAX (715) 678-2555

**MICHAEL SCHAEFER, MANAGER**



December 2, 1994

U.S. Army Corps of Engineers, Rock Island  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

To Whom It May Concern:

I recently read the "LaCrosse Tribune" article regarding the public meeting held for comments on the planned study to upgrade the Mississippi River navigation system. I would like to add a few comments on behalf of Taylor Electric Cooperative and the customers we serve.

Although Taylor County and the rural members we provide electricity to are somewhat removed from the Mississippi River area, the impacts of not improving its use as a means of transportation could be far reaching. As a member of Dairyland Power Cooperative, we are well aware of the important use of the river in shipping over one million tons of coal to the plants which supply our power. The loss or reduction of this efficient transportation service would adversely affect our costs and the jobs of many individuals in the Upper Midwest.

We trust you will proceed with your study and seek to balance the need to maintain the Mississippi River as one of our finest natural habitat with the needs and demands of the commercial and recreational users.

Respectfully submitted,

Michael Schaefer  
Manager



November 29, 1994

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

RE: Navigation Feasibility Study

To Whom It May Concern:

Being a fertilizer/chemical facility the Upper Mississippi River - Illinois Waterway study is of great interest to us.

We currently get the majority of our agricultural fertilizer via barge. If we are forced to obtain our fertilizer via truck or rail we will have no choice but to pass the extra cost on to our customers - mainly farmers. At a time when everyone is supposedly worried about the small farmer and their existence this seems unjust.

We feel that every effort needs to be considered to modernize this current mode of transportation so that it maintains its cost effectiveness for shipping products. A six year study is critical!!

Sincerely,

Tim Meltz, Manager  
Crop Production Services  
P.O. Box 38  
Garnavillo, IA 52049

rlk



**L & S Industrial  
and Marine, Inc.**  
Equal Opportunity Employer

1028 Forest Blvd. No.  
P.O. Box 375  
Hugo, Minnesota 55038  
Phone: 612/426-1380  
FAX: 612/426-0044

November 29, 1994

U. S. Army Engineer District, Rock Island  
Attn: Planning Division (PT-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

Re: Upper Mississippi River - Illinois Waterway System  
Navigation Study

L & S Industrial and Marine, Inc. is a small business dedicated to servicing the construction needs of the Upper Mississippi River. Our work includes maintenance dredging, dock walls, piling, conveyor and equipment erection, fenders, rip rap, wing dams and miscellaneous structures.

L & S supports the Upper Mississippi River - Illinois Waterway Navigation System study and considers this a very important step to recognize the ongoing benefits of the river system for commercial use. One should not forget the wisdom of our forefathers by implementing the lock and dam system.

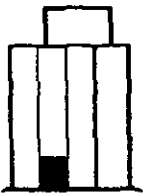
The navigation system as we know it today, is the lowest cost mode of transportation while emitting the least amount of environmental pollution. If allowed to proceed, I'm confident the study will reveal the "society demands" of the system.

Sincerely,

James Van Hoven  
Project Manager



\_\_\_\_\_SKILL \_\_\_\_\_RESPONSIBILITY \_\_\_\_\_INTEGRITY



ELEVATORS

Eldridge  
Donahue  
DeWitt

# ELDRIDGE COOPERATIVE COMPANY

111 W. Davenport St.  
P.O. Box 90  
Eldridge, Iowa 52748

Phone: 319-285-9615  
Fax: 319-285-7495

November 11, 1994

Upper Mississippi River-Illinois Waterway  
System Navigation Study  
U.S. Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL. 61204-2004

Dear Sir:

I commend the study group for the open communication with the public provided by your meeting format last evening in Davenport that I attended.

My reason for writing is to support additional improvements to the waterway transportation system. The Eldridge Cooperative is owned by 750 farm families in Scott and Clinton counties of Iowa. Fertilizers used on their farms are often shipped by barge. Grain coming off of their farms moves to market via the river. Our Cooperative received more than three million bushels of grain during the 1994 Fall harvest at our elevators. This represents over sixty barges of grain to be shipped to the export market on the River. A cost effective efficient river transportation system is important to our family farmer owner's livelihood.

Thankyou for your time and consideration.

Sincerely,

Thomas L. Leiting  
General Manager  
Eldridge Cooperative Company

GARY	_____
PAT	_____
PD FILE	<u>PD</u>
PD-C	<u>✓</u>
PD-E	<u>✓</u>
PD-F	_____
PD-W	<u>✓</u>
	_____
	_____
	_____



*Since 1938*

PHONE NO. (612) 331-6910  
FAX NO. (612) 331-5304

INDUSTRIAL CHEMICALS



LABORATORY CHEMICALS

## **HAWKINS CHEMICAL INC.**

3100 EAST HENNEPIN AVENUE  
MINNEAPOLIS, MINNESOTA 55413

December 7, 1994

US Army Engineer District, Rock Island  
Attn: Planning Division (PD-C)  
Clock Tower Building  
PO Box 2004  
Rock Island, Illinois 61204-9908

Ref: Upper Mississippi River-Illinois Waterway System Navigation Study

Hawkins Chemical Inc. supports the Upper Mississippi River-Illinois Waterway Navigation System Study.

Hawkins has invested in storage tanks to handle products by barges, and this process started in the 60's. The cost savings over the years is in the millions of dollars.

One barge of product equals 14/15000 gallon railcars or 60/ 3600 gallon tank trucks.

Hawkins Chemical purchases 60 barges per year that move up the Mississippi River System from the Gulf of Mexico area and the Tennessee River Basin.

The cost differences in freight between railcars and tank trucks would be as follows compared to barge cost:

14 rail cars =	\$84,000 plus
60 tank trucks =	\$165,000 plus

The above figures do not take into consideration the fuel that railcars and trucks use compared to the tonnage a barge tow can handle, or the tires for the tank truck trailers.

The economic significance of barge transportation just for our operation alone would be as follows per year if we did not have barge facilities.

Product shipped by rail	\$84,000 x 60 =	\$5,040,000
	Total gallons =	13,002,000
	Cost per gallon up charge would be	\$.39/gallon

Product shipped by truck	\$165,600 x 60 =	\$9,936,000
	Total gallons =	13,003,000
	Cost per gallon up charge would be	\$.76/gallon

These cost benefits that Hawkins has, we passed onto the end user of the products we sell. This cost savings to our customers has made our customers competitive in the world market for products they produce and lowered cost for products made and sold in the United States.

**FIRST REPACKAGERS**

OF CHLORINE IN MINNESOTA  
OF REFRIGERATION GRADE ANHYDROUS AMMONIA IN MINNESOTA

*Since 1938*

PHONE NO. (612) 331-6910

FAX NO. (612) 331-5304

INDUSTRIAL CHEMICALS



LABORATORY CHEMICALS

## **HAWKINS CHEMICAL INC.**

3100 EAST HENNEPIN AVENUE  
MINNEAPOLIS, MINNESOTA 55413

Hawkins Chemical supplies the following industries with products we receive by barge. Steel plants, Meat processing plants, Power plants, Mining, Arms plants, Oil refineries, Paper Mills, Auto Manufacturing plants, and Food Manufacturing which includes: Dairy, Canning, Sugar Beet, and Corn Processing plants. Also Plating shops, Pharmaceuticals, Waste Water and Potable Water plants, and hundreds of other manufacturing plants in the Upper Midwest. This includes Minnesota, Wisconsin, Iowa, North Dakota, South Dakota, Montana, Nebraska and Upper Michigan.

The Lock and Dam systems of the Upper Mississippi River has millions of acres of back water wet lands for water fowl, which have made Duck and Goose hunters Haven for thousands of hunters in the Upper Mississippi Region.

Fishing on the Upper Mississippi River is excellent. If Lock and Dams were not there, this would be gone.

Recreational Boating is expanding rapidly on the Upper Mississippi River. With the back waters, it is an ideal area for boating and water skiing.

The Upper Mississippi Region provides millions of jobs, and the reason the jobs exist, is the commerce provided by Barge operations bringing products into the region and the products produced in the region moving South to the Gulf of Mexico for shipment world wide.

The Lock and Dam system has to stay intact and expand to accommodate commercial barge operations and to handle the expanding recreational boating industry. Hundreds of cities along the Upper Mississippi River draw off the river for drinking water plants, Power plants, Waste Water plants and cooling towers. The Lock and Dam system maintains water levels that provide water to these cities.

Hawkins Chemical is very concerned that if the Lock and Dam system is hampered in any way, with a National agenda driven by environmental and energy efficiency concerns, and the efficiency of Transportation closely behind to the world wide availability of energy.

*Since 1938*

PHONE NO. (612) 331-6910  
FAX NO. (612) 331-5304

INDUSTRIAL CHEMICALS



LABORATORY CHEMICALS

## **HAWKINS CHEMICAL INC.**

3100 EAST HENNEPIN AVENUE  
MINNEAPOLIS, MINNESOTA 55413

Policies involving both energy and environmental goals should not be developed in isolation of each other. The use of energy by different modes of freight transportation is of concern in setting transportation and environmental policy for the commercial navigation industry conservation of energy and concern for the environment are factors that are interrelated.

Sincerely

  
Jon Eaton  
Vice-President

CC: Upper Mississippi Waterway Association  
Box 7006  
St Paul, MN 55107

cc: HJ Hawkins, Dean Hahn

**FIRST REPACKAGERS**

OF CHLORINE IN MINNESOTA  
OF REFRIGERATION GRADE ANHYDROUS AMMONIA IN MINNESOTA

Attention: Planning Division(PT-C)  
Clock Tower Building  
P.O.Box 2004  
Rock Island, IL 61204-9908

RE: Upper Mississippi River - Illinois Waterway System Navigation Study

It is essential that the current Upper Mississippi River - Illinois Waterway Navigation System Study continue and complete on schedule. This analysis of the Upper Mississippi River navigation capacity is an extremely important objective in this study. It is important that the economical transportation of U.S. cargoes internally and for export, continue with the appropriate infrastructure in place to support commercial navigation.



Mark Mayfield  
14418 Micawber Way  
Louisville, KY 40245



12-12-74



Richard Klatt  
1115 N Hushaw Ave  
Chillicothe, IL 61523-1440

DUDLEY

PAT

PD FILE *Chig.*

PD-C ✓

PD-E

PD-F

PD-W ✓

U.S. Army Corps

OF ENGINEERS

ATTENTION: PLANNING

Division

SIRS:

Concerning the proposed expansion of the locks on the Illinois River: Is expansion of the locks at tax payers expense justified? I don't believe so unless the barging companies pay as proportionally as the trucking industry does for the highways.

Also will more barge traffic cause more turbidity to the Illinois River and increase siltation.

Sincerely

Richard P. Klatt

12-11-94

U.S. Army Corp of Engineers

I understand there is consideration to  
enlarge the locks on the Illinois River.

Please do not do this. It is too costly  
for the taxpayers and the government is  
already too far in debt.

There is no reason to subsidize the large  
business - or any other business. They should  
fully pay their own way.

There have already been several accidents  
with pleasure craft and other boaters.  
Increased volume will increase chances  
for more accidents.

also, to reduce cost to taxpayers - please  
institute a charge to all parties who  
lock their boats through any lock. If  
even pleasure boaters want to use locks,  
we shouldn't have to subsidize the costs.

Thanks.

J. K. Allen  
901 Emerson  
Morton, IL 61550



ELDON C. STUTSMAN, INCORPORATED  
HILLS, IOWA 52235 319-679-2281  
Nationwide Wats Number 800-669-2281  
FAX 319-679-2900



December 15, 1994

U.S. Army Engineer  
District Rock Island  
Planning Division (P.D. - C.)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

RE: Mississippi River Navigation

Eldon C. Stutsman, Inc. is located at Hills, Iowa, with locations at Riverside, Iowa, Wellman, Iowa, Washington, Iowa and Sweetland, Iowa.

We have leased storage on the Mississippi River at C K Processing in Muscatine, Iowa, that receives over 30,000 tons of fertilizer annually. The viability of the waterway is critical to the survival of over 100 jobs in our company. We only have one location on rail. Rail and truck transportation are very expensive for our farm customers, and certainly not fuel efficient.

I encourage you to expand the public's involvement in this issue. How can we help?

Sincerely,

A handwritten signature in cursive script that reads "Ronald E. Stutsman".

Ronald E. Stutsman

RES/jm

Products We Take Pride in Providing

# GREAT LAKES COAL & DOCK Co.

---

1031 CHILDS ROAD • SAINT PAUL, MN 55106 • (612) 774-5937 • FAX # (612) 774-7049

December 13, 1994

U.S. Army Engineer District,  
Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P. O. Box 2004  
Rock Island, IL 61204-9908

Reference: Upper Mississippi River - Illinois Waterway  
System Navigation Study

Great Lakes Coal & Dock Company supports the Upper Mississippi River - Illinois Waterway System Navigation Study conducted by the Corps of Engineers.

Eighty percent of our business relies on economical commercial navigation on the Upper Mississippi River system.

As a member company of the Upper Mississippi Waterway Association, we support the Associations's position statement in regards to this study.

Sincerely,



J. David Enestvedt  
Director of Operations

JDE/njl

December 12, 1994

U.S. Army Engineer District, Rock Island  
Rock Island, Illinois 61204-9908

Dear Sir:

I attended the recent meeting in South St. Paul, and have the following comments to offer.

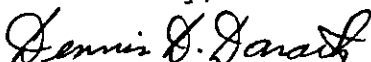
I live on the upper Mississippi River and have operated a pleasure boat on these waters for more than fifteen years. I am not opposed to commercial navigation on the upper river but I do not think it is in the public interest to enlarge the lock system. The funds set aside by Congress for the navigation study should have been used to assess the damage being done to the river by the current level of commercial use and to develop plans for the protection and restoration of the ecosystem.

I have spent many hours observing twelve and fifteen barge tows going through the locks in my area. I understand the expense involved in the operation of a towboat and how it relates to the lengthy process of splitting the tow every time they go through a lock. However, I don't think taxpayers should subsidize expansion of the system if the people involved in its operation haven't taken reasonable steps to utilize the current locking capacity more efficiently.

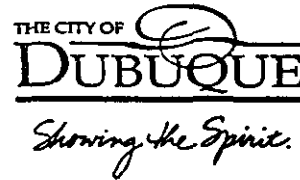
Cutting the time in a 600 foot lock by a fourth or a third would provide significant savings to shippers and probably eliminate the need for construction of additional capacity. The major delay factor seems to be the splitting and re-connecting of the tow. It seems to me that having three or four deckhands working with a maze of steel cables and hand operated turnbuckles is both antiquated and dangerous. Development of a powered quick-connect system would reduce locking time and allow for a smaller deck crew.

Thanks for the opportunity to comment.

Sincerely,



Dennis D. Donath  
N5035 1208th St.  
Prescott, WI 54021



Health Services Division  
City Hall Annex, 1300 Main Street  
Dubuque, Iowa 52001-4732  
(319) 589-4181

December 16, 1994

U.S. Army Engineer District, Rock Island  
Attn: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

To Whom It May Concern:

The City of Dubuque Environmental Stewardship Commission recently made a recommendation and comments to the City's Long Range Planning Commission regarding the U.S. Army Corps of Engineers Initial Project Management Plan (IPMP). We are also forwarding the comments to the Dubuque City Council at their January 3, 1995 meeting for their concurrence. Once a City Council resolution is signed concurring with the Environmental Stewardship Commission's comments, they will be immediately forwarded to you.

Due to scheduling of City Council meetings, we will not be able to send our comments until after the January 3, 1995 meeting. We hope you will take this into consideration and accept our comments on the IPMP at that time. We appreciate your understanding and cooperation.

Sincerely,

Michael Buelow, Chair  
City of Dubuque Environmental Stewardship Commission

MB/cj



# State of Illinois DEPARTMENT OF AGRICULTURE

Office of the Director

State Fairgrounds, P.O. Box 19281, Springfield 62794-9281, 217/782-2172, TDD# 217/524-6858

Dec. 15, 1994

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

To Whom It May Concern:

I am writing to express my support for the U.S. Army Corps of Engineers' navigation feasibility study of the Upper-Mississippi River-Illinois Waterway.

Transportation on the Illinois and Mississippi rivers is vital to Illinois agriculture. Barge traffic on these waterways provides a reliable, cost-effective means of transporting grain and other agricultural products to the Gulf of Mexico, a hub for shipping around the globe. Proximity to this unparalleled transportation network boosts commodities prices and makes U.S. agriculture more competitive in world markets.

The resulting economic benefits are felt throughout the nation, as economic prosperity along the river basin enables farmers, agribusiness workers, and others to buy goods and services from coast to coast. It is absolutely crucial that the Army Corps of Engineers take steps to maintain and enhance transportation on these rivers.

River transportation is more important now than ever before in the wake of recent international trade agreements. For example, the North American Free Trade Agreement is credited with increasing U.S. agricultural exports to Mexico by 16 percent in the first half of 1994. The recently approved General Agreement on Tariffs and Trade is likely to increase world demand for U.S. agricultural goods even more.

About 16 percent of U.S. soybean exports and one-third of all corn exports come from Illinois. Why? Partly because Illinois is a leading producer of these products. But also because the Mississippi and Illinois River provide excellent means of transporting millions of tons of grain from the region.

The river system is a tremendous commercial as well as natural resource, and I urge the Army Corps of Engineers to continue improving the river system's transportation potential.

Sincerely,

A handwritten signature in cursive script, reading "Becky Doyle", is written over the typed name and title.

Becky Doyle, Director  
Illinois Department of Agriculture

December 15, 1994

U.S. Army Corp of Engineers  
Rock Island District Office  
Clock Tower Building, Planning Division  
P.O. Box 2004  
Rock Island, IL 61204-2004

U.S. Army Corp of Engineers:

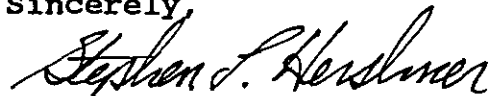
The upper Mississippi River is one of the few examples (even in its somewhat degraded state) that we have left of a river as it might have existed before navigation or power generation became the primary uses of most major American river systems.

The public must draw the line somewhere - the Army Corps of Engineers should not be allowed to initiate this feasibility study on lock expansion until the scope and content give full weight to the potential impact of navigational upgrading on the upper Mississippi River.

Navigation has been and will continue to be the dominant impact on the upper Mississippi River, but prevention of any further degradation of the river is of paramount importance.

Please give full weight in this study of the need to preserve the upper Mississippi River. Do not conduct this study with only the desires of a small, publicly-subsidized barge industry as the only focus to the scope and content of its potential output.

Sincerely,



Stephen L. Hershner  
345 Sussex Dr NE  
Cedar Rapids, IA 52402-1413



1875 Juliet Avenue  
St. Paul, MN 55105-1710

December 3, 1994

U.S. Army Corps of Engineers  
Attn: Mr. Ron Fournier  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

Dear Mr. Fournier:

Thank you for offering the public the opportunity to comment on the Corps' Upper Mississippi River - Illinois Waterway System Navigation Study. This letter presents the comments and concerns of the Conservation Committee of the St. Paul Audubon Society, a chapter of the National Audubon Society. The Committee is concerned about:

- damage to the river ecosystem, including backwater areas and riparian and floodplain forests, caused by
  - construction
  - an increase in barge traffic
  - an increase in barge moorings
- the use of tax money to maintain and enhance the environmentally destructive system of locks and dams.

The Mississippi River is a vast ecosystem, of great importance to a wide array of fish and wildlife. It is used by many thousands of ducks, geese, and swans, and is the winter home of hundreds of bald eagles. In addition, the scenic and recreational aspects of the upper Mississippi add greatly to the quality of life of millions of people who live near the river.

Our Committee shares the concerns of the many biologists who fear that the upper Mississippi is about to experience the same kind of ecological collapse as that which occurred on the Illinois River. Such a collapse is the result of the creation of stagnant pools and backwaters, many of which flourished initially, but which are now filling in with life-choking sand and silt. The construction of new locks and the addition of barges can only hasten that process.

The possibility of additional barge mooring sites is of great concern to St. Paul Audubon. Fifteen years ago, we organized the resistance of local citizens' groups to the barge companies' plans for additional floating areas so that we could preserve Pig's Eye Lake and its magnificent heron

rookery near downtown St. Paul. The citizens of this area do not want the river banks and backwater areas converted to barge docks.

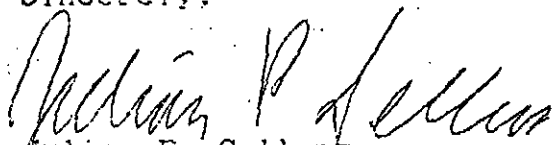
Despite the allocation of \$13.9 million to the Feasibility Study's environmental component, the investigation will be incomplete if it maintains a narrow focus on the impact of the projected increase in barge traffic. The American people and the U.S. Congress need to know how the existing system of locks and dams has changed the Mississippi River ecosystem, and the implications of further investment in the navigational system.

Underlying this whole subject is the issue of responsible use of government funds. Should the taxpayers of this country pay for the operation and maintenance of this navigational system, which has turned the spectacular Mississippi River ecosystem into a series of stagnant pools? Should the taxpayers pay for the expansion of this system? We think that an objective consideration leads to the conclusion that this is an irresponsible use of tax money.

The Corps cites the economic benefit of the navigational system--a ten-fold return annually in the form of lower cost of goods transported by barge. A recent study by the University of Iowa Public Policy Center refutes that argument. But even the Corps' economic statistics do not justify the expenditure of government funds to operate, maintain, and enhance the system. Who reaps that ten-fold return? If the return is that great, one would expect the users of the system to be willing to pay for it.

The Conservation Committee of the St. Paul Audubon Society urges the Corps of Engineers to maintain a broad perspective when studying the environmental impact of any proposed enhancements to the UMR-IWW, and to consider the implications of spending large amounts of government money to enhance a system which the citizens of this country would probably not allow to be built today, knowing the environmental cost of such a system.

Sincerely,



Julian P. Sellers  
for the Conservation Committee  
St. Paul Audubon Society



## Jackson County Board of Supervisors

Jackson County Courthouse  
201 West Platt Street • Maquoketa, Iowa 52060 • (319) 652-3181  
FAX: (319) 652-3181

J. C. Engel

Jason E. Haynes

November 29, 1994

John J. Willey

Ron Fournier, Public Affairs Officer  
Upper Mississippi River-Illinois Waterway  
System Navigation Study  
U.S. Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204

Re: Corps of Engineer's Study to Expand  
the Upper Mississippi's Navigation System

Dear Mr. Fournier:

On November 16, 1994, the Corps of Engineer's held a Public Hearing in Dubuque, Iowa, on the expansion of the Upper Mississippi's Navigation and Lock and Dam System. The Corp's presentation mentioned that the economic impact of delays to barge traffic would be studied along with "Regional Economic Impacts". The Corps did not define the term "Regional Economic Impacts". The Jackson County Board of Supervisors wishes to express concern over this lack of definition.

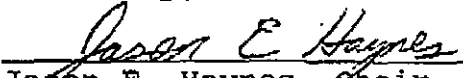
The Jackson County Board of Supervisors also wishes to note that the Mississippi River is used for more than the transportation of products. There are communities that rely on the River to attract tourist to hunt and fish near several towns along the River in Jackson County. If the condition along the river continues to deteriorate, the attraction to hunt and fish in this area will be gone. This will lead to a decline in the economy for towns along the River with the possibility of the loss of jobs and small businesses.

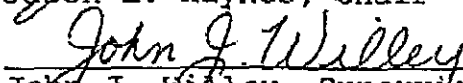
The proposed \$39 million dollar study will look at increasing the lock length on a Dam to 1200 feet to eliminate the current need to double lock barges through the system. The Corps failed to mention that there were would be no restriction on barges longer than 1200 feet and if this is the case, Billions of tax dollars would be spent and the same problems would be present. It should also be noted that an over whelming majority of the people present at this hearing were against this proposal to expand the

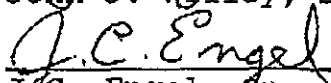
Upper Mississippi River Navigation System. If this expression of non-support for the proposal and study are expressed, will the Study continue or will the people prevail? The Corps did not provide an answer to this question. In fact, several of the people present at the hearing, felt that this is a "Done Deal".

The Jackson County Board of Supervisors wishes to convey our opposition to the continuation of this study. We feel that in this time of budget restrictions on County Government, the \$39 million to be spent on this study can be put to better use at the local level. The Board feels confident that you will not let this be a "Done Deal" and will allow the will of the people to be heard in Washington.

Sincerely,

  
Jason E. Haynes, Chair

  
John J. Willey, Supervisor

  
J.C. Engel, Supervisor

JEH:mjg

56

JOHNSON & LINDBERG, P.A.

December 20, 1994

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

Re: Mississippi-Illinois Navigation Study

Ladies/Gentlemen:

I write in support of continuation of the Corps of Engineers Mississippi-Illinois Navigation Study. My direct connection with the current navigation system is as a sailboater; I have had a sailboat on Lake Pepin for fifteen years, first at the marina in Pepin, Wisconsin, and then at the marina in Lake City, Minnesota. For my enjoyment of that recreation, I depend upon the stability of depths and the moderation of current flow which result from the existing dams.

However, I am not under any illusion that the Corps of Engineers could justify to Congress the expense of dams solely for their benefit to recreational users of the river; my historical viewpoint is that sailboating on Lake Pepin was unattractive, perhaps impossible, prior to the establishment of the existing navigation system. It would be a loss to me if, as some have suggested, commercial navigation were allowed to decline so that the river could return to its natural state; I believe most recreational boaters would join me in that view if only they were aware of what the river was and what it would be in that natural state.

Another point: Although I write you from my office in a suburb of Minneapolis, it is the case that my home is located among farms near to Cannon Falls, Minnesota. I know from conversations with my farmer acquaintances that they are aware of the benefits which flow to them from the existence of a competitive commercial transportation system on the Upper Mississippi River.

ATTORNEYS AT LAW  
SUITE 1610, 8500 TOWER  
8500 NORMAN DALE LAKE BOULEVARD  
MINNEAPOLIS, MN 55437-3825  
TELEPHONE (612) 897-5757  
TELECOPIER (612) 897-5758

MICHAEL C. LINDBERG  
ROBERT C. HAUCEN  
ROGER L. ROWLETTE  
JOHN R. CRAWFORD  
MARK J. PESCHEL  
DAVID H. STERN  
MICHELLE A. GILL

DEAN K. JOHNSON  
OF COUNSEL

ADMITTED TO PRACTICE IN  
MINNESOTA, WISCONSIN  
AND NORTH DAKOTA

JOHNSON & LINDBERG, P.A.

December 20, 1994  
Page 2

ATTORNEYS AT LAW

Upon that background, I urge the Corps of Engineers to go forward with the navigation study so as to identify what the commercial uses of the river are likely to be in the future and what facilities will be needed to accommodate them.

Sincerely,

A handwritten signature in black ink, appearing to read "Dean K. Johnson", with a long horizontal flourish extending to the right.

Dean K. Johnson

DKJ/sc

# *Iowa Farm Bureau Federation*

5400 University Avenue  
West Des Moines, Iowa 50266

OFFICE OF THE PRESIDENT

December 15, 1994

Commander, Rock Island District  
U.S. Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

The Iowa Farm Bureau Federation is the largest general farm organization in Iowa representing over 157,000 families. My comments are submitted on their behalf.

The Iowa Farm Bureau strongly supports the navigation feasibility study of the Upper Mississippi River and Illinois Waterway. We urge the Army Corps of Engineers to carry out the recommendations of that study as quickly as possible. We do not believe an additional study on the environmental impact of expanded navigation is necessary.

The inland waterway system is the most efficient and environmentally sound method of transporting our commodities to the world market. The inland waterway system moves about fifteen percent of all freight in this country at a cost of only two percent of total transportation dollars. The Upper Mississippi River and Illinois Waterway generates nearly \$15 billion in farm income, personal income and other revenue. Tax receipts total about \$700 million every year. These rivers support over 400,000 full- and part-time jobs.

The cost to the taxpayer is minimal compared with the economic activity generated by the inland waterway system. The federal government spends about \$130 million on operation and maintenance of the locks. This payment benefits all sectors of Iowa's economy including consumers, agriculture, utilities, manufacturers, etc.

The Upper Mississippi River and Illinois Waterway has 40 lock and dam sites. These sites are over-utilized and serious delays are occurring. Our ability to access foreign markets through the waterway system is jeopardized. We must expand this system if agriculture is to maintain its competitiveness in the world market. Almost 70 percent of U.S. grain exports reaches world markets via the Mississippi River. Of that percentage, nearly 60 percent originates on the Upper Mississippi River and Illinois Waterway.



The Upper Mississippi River and Illinois Waterway is becoming obsolete. Advances in technologies and increased barge traffic will exceed the waterway's capacity by the year 2000. Traffic delays on the system cost over \$35 million every year. This is projected to rise to \$200 million in the next six years.

The study underway by the Army Corps of Engineers supports expansion of the lock and dam system. However, environmentalists are hoping to delay adoption of the recommendations. The environmental community is demanding that the Corps conduct a six-year environmental impact study at a cost of \$20-\$24 million.

We believe there is no need to conduct this study. First, the original study did not authorize a specific environmental impact study. It did include analysis of the economic, engineering and environmental factors necessary for modernization of the transportation corridor.

Second, the additional study requested by the environmental community does not include the environmental impact of any modal shift. Moving from barge traffic to highway traffic is likely to have a negative environmental impact. It would be an inefficient use of taxpayer funds to study the environmental impact if this factor is not also included.

Finally, the Corps already has a major environmental impact study underway. The floodplain management study is being conducted to examine the impact on the environment and communities of the current floodplain management system. There is no reason to duplicate this study.

The Iowa Farm Bureau strongly supports efforts by the Army Corps of Engineers to expand the lock and dam system. The Upper Mississippi River and Illinois Waterway serves as a vital link for our agricultural commodities with the world market. The Corps should implement the recommendations from this study without delay. Additional study of the environmental impact of expanded navigation is not necessary and would duplicate other studies already in place.

Thank you for the opportunity to submit these comments for the members of the Iowa Farm Bureau Federation.

Sincerely,

  
Merlin D. Plagge  
President

cc: Governor Terry Branstad  
Senator Charles Grassley  
Senator Tom Harkin  
Congressman Jim Leach  
Congressman Jim Lightfoot  
Congressman Jim Nussle  
Congressman-elect Greg Ganske  
Congressman-elect Tom Latham



HOLNAM INC  
Clarksville Plant  
Hwy 79 N  
P.O. Box 67  
Clarksville, Missouri 63336  
Phone: 314-242-3571  
Plant Fax: 314-242-3114  
Traffic Fax: 314-242-3431

**HOLNAM**

December 15, 1994

U.S. Army Engineer District, Rock Island  
ATTN.: Planning Division (PT-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9903

re: Upper Mississippi River - Illinois Waterways System  
Navigation Study

Holnam Inc. is one of North America's cement manufacturers. Our cement distribution is highly dependent on the Inland Waterways system. We ship our product by water from origins on the Upper and Lower Mississippi to terminals at Minneapolis, Chicago and LaCrosse, as well as to terminals on other inland waterways. We operate 66 barges and contract with tow boat operators to move our barges. In addition to our company owned equipment, we use third party barges to move over 1,000 barge loads of our product annually.

The Mississippi River system is critical, particularly in the Midwest, where river commerce affects virtually every facet of the economy. The waterway provides a wide variety of services and employment, and serves as a gateway through which many U.S. agriculture and industrial products pass as they are distributed nationally and internationally. The Upper Mississippi/Illinois Waterway System is vital to our nation's transportation industry, but the system needs modernization. Delays due to closures of the aging systems are costing \$35 million a year and are projected to rise as high as \$200 million per year. We must do what we can to keep the waterways a viable and efficient mode of transportation.

A recent Price-Waterhouse study concluded that the tonnage originating or ending on the Upper Mississippi or Illinois rivers supports more than 400,000 full and part-time jobs and generates almost \$4 billion in income and more than \$11 billion in business revenue. The jobs that depend on an efficient waterways system includes farmers, rural and farm business owners, coal producers, chemical, fertilizer and building product manufacturers, tug and tow operators, boat manufacturers, fuel suppliers, machinery and equipment manufacturers, rail and truck operators and food processors.

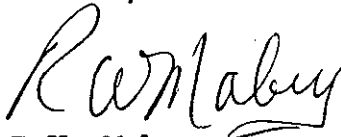
The Mississippi/Illinois waterways system is more cost efficient than either truck or rail. It costs the federal government approximately \$130 million to operate and maintain the systems and it generates more than \$1 billion in annual transportation savings. These savings benefit consumers, agriculture, towboat companies, utilities, miners, manufacturers and others.

A government conducted study has also found that barge transportation is by far the most fuel efficient method of moving our nation's raw materials. It generates the lowest level of emissions of the three major transportation modes that move bulk commodities. Statistically, it also is the safest.

We at Holnam support the basic objectives of the Corps. feasibility study for the Upper Mississippi River/Illinois Waterway Navigation System. Efforts to balance the feasibility study through public and industry involvement are encouraged. We believe that a comprehensive navigation study should address current and future concerns, find environmentally sound solutions, and completed within the six-year time frame set by Congress.

We appreciate the opportunity to comment on the value of the river system and the need to upgrade it.

Sincerely,  
Holnam, Inc.

A handwritten signature in cursive script, reading "R.W. Mabry".

R.W. Mabry  
Traffic Manager Central Area



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION VII  
726 MINNESOTA AVENUE  
KANSAS CITY, KANSAS 66101

December 5, 1994

DUDLEY

PAT

PD FILE

PD-C ✓

PD-E

PD-F

PD-W ✓

Colonel Charles S. Cox  
District Commander  
Rock Island District  
U.S. Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, Illinois 61204-5224

Dear Colonel Cox:

RE: Upper Mississippi River and Illinois Waterway Navigation  
Study

This letter is in response to the request for comments on the initial scopes of work developed by the Corps for the 11 studies selected by members of the Navigation and Environmental Coordination Committee (NECC) during a special two day facilitated meeting sponsored by the Rock Island District. Recognizing the limits of time and resources available for the Navigation Study, the NECC members reduced an original list of 80 study areas down to the list of 11 studies presented at the Governors Liaison Meeting on November 30 in St. Paul. The NECC unanimously agreed that the final list of 11 studies represented the minimum additional environmental study required to determine the impacts caused by the operation and maintenance of the river for navigation and for incremental increases in navigation.

We acknowledge our satisfaction that the 11 studies include three of the Lock and Dam 26 studies that were part of the Record of Decision for that project, but were not completed as part of the L&D project. As you are aware, these studies have also been an issue with the five upper basin states and the Fish and Wildlife Service. While we have not yet received a reply to our previous letter advising you of the National Environmental Policy Act requirement to complete the L&D studies, you should know that inclusion of the studies as part of the Navigation Study satisfies our need under NEPA.

As expressed to you by the NECC and as briefed to Colonel Craig at the Governors Liaison Meeting last week, the inclusion of the 11 studies in the Navigation Study should meet the NEPA requirements as set forth in the Act. We agree with you and your staff that the goal of the Navigation Study is to reach the best balanced decision possible regarding the future of the Upper Mississippi River as a National Natural Resource and the potential

for continued river navigation. The data collected as part of the previously funded environmental studies and the data collected as a result of including the additional eleven studies will help to ensure that the best alternative selection will be made.

Our concern with some of the studies, however, is that the time required to complete the data collection will likely extend beyond the present time line for completion of the Navigation Study. It is important for you to know that in order for NEPA requirements to be met, an alternative selection cannot be made until all data are collected and analyzed. The NECC has been working for two years to send the message to the project managers that the environmental portion of the Navigation Study has been lacking. It is clear that in order to meet NEPA requirements, the projected completion date for the Navigation Study must, out of necessity, be extended.

We have no specific comments on the scopes of work at this time, and we are satisfied with the plans at this early stage in their development. We look forward to reviewing and commenting in more detail on the final scopes of work when they are included in the Navigation Study. We will continue to work with the Corps to ensure completion of alternatives development/selection in the Navigation Study, as part of the NEPA process.

If you have any questions please write to Gene Gunn, or call Dewayne Knott at 913.551.7299. We look forward to meeting with the NECC at the next meeting in February of 1995. My best wishes to you and your staff for a safe and joyous holiday season.

Sincerely,



Gale Hutton, Director  
Water Division

cc: Colonel Richard W. Craig  
Division Engineer  
North Central Division, COE

Dudley Hanson  
Planning Division  
Rock Island, COE

Ken Barr  
Planning Division  
Rock Island, COE

47  
Dec. 13, 1994

Dear Sir:

We are strongly opposed to increased barge traffic on the Mississippi and to enlarging the lock & dam facilities.

From what we understand the backwaters are being silted in as a result of present traffic. What we would like to see is a return to the integrity of the backwaters so that wildlife will have quality habitat. The river should not be channelized with mud tanks harm to wildlife. Obviously a great many



people object to what  
is being done, and what is  
being proposed.

What has to be done before  
our legislators LISTEN to  
the people?

Thank you -

JOHN + BARBARA  
RUTHERFORD

Box 77

APPLE RIVER IL  
61001

(815) 594-2591



**Peavey Company**  
Peavey Building  
730 Second Avenue South  
Minneapolis, Minnesota 55402  
(612) 370-7500

December 13, 1994

U.S. Army Engineer District, Rock Island  
Attn: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

Re: Upper Mississippi River - Illinois Waterway System Navigation Study

Dear Planning Division Representative:




The Peavey/ConAgra Company supports the upper Mississippi River - Illinois Waterway navigation study.

Being in the grain/bulk commodities business, we depend upon a reliable and economical navigation system for the continuous movement of grain, coal, fertilizer, feed ingredients, and other bulk commodities to and from facilities along the river system. We believe that the river system is the most efficient and cost-effective means of transportation for products used by all of us. In addition to being efficient and cost-effective, movements on the river are environmentally friendly compared to the alternatives. I'd like to use some facts from a document put out by the U.S. Department of Transportation Maritime Administration, August 1994, titled, "Environmental Advantages of Inland Barge Transportation," as support.

"In terms of capacity, a 1,500-ton barge carries as much as fifteen 100-ton jumbo hopper rail cars or sixty 25-ton trailer trucks (see Fig. 1). A standard barge is 195 feet long; the fifteen rail cars would be 825 feet long; and the sixty trucks would be over a half mile long. A typical size barge tow consists of fifteen barges that has a capacity of 22,500 tons and is approximately one-quarter mile in length. The equivalent capacity of the other modes would be two hundred twenty-five rail cars measuring two and three-quarters miles long, and nine hundred 25-ton trailer trucks stretching 36 miles--assuming 150 feet between trucks. To move this 22,500 tons one mile would take 44 gallons of diesel fuel by water, 111 gallons by rail, and 381 gallons by truck."

FIG. 1

### CARGO CAPACITIES

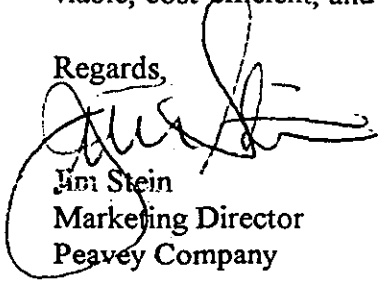
		
1,500 Tons	100 Tons	25 Tons
52,500 Bushels	3,500 Bushels	875 Bushels
453,600 Gallons	30,240 Gallons	7,560 Gallons



Peavey/ConAgra supports the increased use of water transportation in competition to other modes for the movement of bulk commodities and grains. We also support the Department of Transportation's strategic plan that calls for efforts to "actively enhance our environment through wise transportation decisions."

In closing, our river system is an integral part of our transportation network. We need to keep it viable, cost-efficient, and environmentally sound.

Regards,

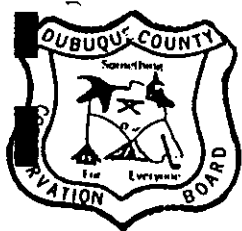


Jim Stein  
Marketing Director  
Peavey Company

cc: Russell J. Eichman  
Upper Mississippi Waterway Association  
P.O. Box 7006  
St. Paul, MN 55107

12134-1.js





# DUBUQUE CO. CONSERVATION BOARD

13768 SWISS VALLEY ROAD  
PEOSTA, IOWA 52068  
319-556-6745

Robert J. Walton, Director

## BOARD MEMBERS

Ralph Klein  
Richard Molony  
Elaine Vonderhaar  
Harold Hedrick  
Yvonne Nauman

28 November 1994

From: Robert J. Walton, Executive Director  
Dubuque County Conservation Board  
13768 Swiss Valley Rd.  
Peosta, IA 52068

To: Army Corps of Engineers-Rock Island District  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

Re: Comment on Navigation Study

To Whom It May Concern,

This letter is written on behalf of the Dubuque County Conservation Board in regards to the Upper Mississippi River-Illinois Waterway System Navigation Study, which involves examining the feasibility of navigation improvements to the river.

Among the many duties of the Board, designated by the State Code of Iowa, the Dubuque County Conservation Board has as a main directive, the obligation to the general public to encourage the orderly development and conservation of natural resources, and to cultivate a good quality of life by providing adequate programs of public recreation.

The Conservation Board feels that the most significant natural resource affecting the quality of life of the County's residents is the Mississippi River. The Board currently manages three areas directly on or adjacent to the river. These recreational areas; all providing boat ramps, camping, and picnic facilities, provide the only access to the river outside of the City of Dubuque, and all three of these areas have experienced major increases in recreational usage.

Recreational boating has shown a major increase in recent years, and has created a major challenge for our Board to maintain adequate parking and boat ramp facilities. In addition to heavy local use, our areas have seen a dramatic increase in useage from out-of-state tourists utilizing our areas; which adds many additional dollars to our local economy. A study performed by Penn State University and the National Park Service indicated that one of our local recreational areas, alone, contributed over \$1.2 million to the local economy.

Increasing barge traffic, and their resulting prop-wash turbulence, is going to have a major negative impact on the safety involved with recreational useage of the river, and will also adversely affect all water-based recreational activities; including boating, fishing, waterfowl hunting, swimming, and wildlife viewing.

One of the most costly expenditures our Board has experienced in recent years involves the periodic maintenance dredging required to maintain adequate, safe passage from our boat ramps to the main channel. The turbulence caused by the existing commercial navigation contributes significantly to our siltation problems, and any increases in commercial navigation would certainly have additional detrimental affects on these site-specific recreational accesses.

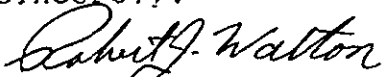
The current Mississippi River is a very diverse ecosystem, containing many backwater and side channel habitats in addition to the main channel system. Our Nation's symbol: the Bald Eagle, and over 3/4th's of our Nation's waterfowl are dependant upon the river at some stage in their life cycle. The river also provides critical habitat for a vast variety of plant and animal species. In any natural system, diversity creates stability, and any reduction in this diversity through a modification of the existing navigation system will result in a 'created' barge system: with little wildlife, recreational, or esthetic value.

The short time frame of this study doesn't seem adequate to be able to address the current impact commercial navigation is having on our existing natural diversity. We feel the long term affects of our existing useage of the river needs to be addressed before any new incremental studies on expansions are performed, and a long-range environmental plan is needed for preserving the natural resources and recreational potential the river has to offer.

Another major environmental concern that needs to be addressed in the river study is the current shortcomings of any plans for major commercial navigation accidents involving the containment or clean-up of any chemical spills which could increase in frequency if navigation useage is expanded.

In conclusion, the Conservation Board feels that the commercial transportation activities should not superceed the natural resource, recreation, and esthetic values the river has to offer. The long term environmental effects of current navigation need to be addressed so that both the residents of our County and our many visitors may have an ample opportunity, in the future, to enjoy the scenic beauty and recreational promise of our area that contributes greatly to the quality of life that our proximity to the Mississippi River has to offer.

Sincerely,

  
Robert G. Walton



## QUAD CITY CONSERVATION ALLIANCE

2621 4th Avenue  
Rock Island, Illinois 61201  
309/788-5912

A Non-Profit Coalition  
of Conservation Clubs

### STATEMENT OF THE QUAD CITY CONSERVATION ALLIANCE ON THE UMRS - IWN NAVIGATION FEASIBILITY STUDY 7 DECEMBER 1994

For two years we have read and listened to the progress of the Corps of Engineers Navigation Feasibility Study. The Quad City Conservation Alliance has had serious concerns about this study since we first reviewed the initial management plan in the fall of 1992, in that it does not adequately address the environmental needs of the Mississippi River. These concerns have been expressed over and over again at interagency meeting held up and down the river, with hopes to change the study process without success.

The Quad City Conservation Alliance expresses the following concerns:

- \* The ecosystem of the Mississippi River continues to deteriorate at a rapid rate due to the emphasis navigation and continued efforts to direct water flow into the navigation channel. Backwater fish and wildlife habitat is being destroyed by the resulting siltation. Spending billions of dollars to structurally change the river would be a death blow to all backwater habitat.
- \* The Corps of Engineers have not addressed the continued needs of the fish and wildlife of the river when formulating this study.
- \* Economic Justification for the navigation study is based on the premise of increased barge traffic of grain and fuel. This is difficult to believe when agricultural emphasis is on removing marginal acres from production.
- \* The navigation study does not address the environmental impacts of the nine-foot navigation channel, it's long term operation and maintenance.



# QUAD CITY CONSERVATION ALLIANCE

2621 4th Avenue  
Rock Island, Illinois 61201  
309/788-5912

A Non-Profit Coalition  
of Conservation Clubs

\* The navigation study does not address the affect of barge traffic on recreational river users.

We feel that the Mississippi River is a multi-use resource. No single user has the right to eliminate another. This is a big river, and we can all share it. Navigation alone cannot be allowed to destroy the river environment. We must work together to see that this does not happen.

December 6, 1994

U.S. Army Engineer District, Rock Island  
ATTN: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-9908

Subject: Upper Mississippi River - Illinois Waterway System  
Navigation Study .

Occidental Chemical Corporation is an owner of river barges and a user of the Inland Waterway System. As a shipper we support the Corps of Engineers in their efforts to maintain the inland waterway navigation system as a viable mode of transportation.

It is essential that the lock and dam system be maintained. Marine navigation is an important integral part of the nation's transportation system. We should continue to recognize and remind ourselves that commercial navigation is an important factor to the economic well being of our nation.

Each year Occidental Chemical Corp. ships approximately 300,000 tons of liquid product by barge from origins on the Gulf Coast to destinations on the Upper Mississippi River and Illinois River. These shipments are arranged and paid for by Occidental Chemical Corporation, and they represent a vital part of our long range logistical and marketing plans.

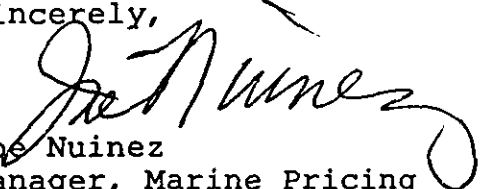


**Occidental Chemical Corporation**  
Corporate Office  
Occidental Tower, 5005 LBJ Freeway  
P.O. Box 809050, Dallas, TX 75380-9050  
214/404-3800



We recognize the difficulty the Corps of Engineers faces in fulfilling it's obligation to maintain the delicate balance between the various users of the nation's waterways. As a concerned shipper Occidental Chemical Corp. requests your full support of safe and efficient marine transportation on the Upper Mississippi and Illinois Rivers.

Sincerely,



Joe Nuñez  
Manager, Marine Pricing

copy:

Mr. Jon Eaton  
Hawkins Chemical Incorporated  
3100 E. Hennepin Ave.  
Minneapolis, MN 55413

Bill Cochran - OxyChem (16)  
Greg Feeney - OxyChem (16)



## NORTHEAST FARM SERVICE COMPANY

ROUTE 5 DECORAH, IOWA 52101 (319) 382-4291

November 23, 1994

U.S. Army Engineer District, Rock Island  
Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, Ill. 61204-9908

Gentlemen and Ladies,

As I was unable to attend the public comment meeting on Nov. 15 in LaCrosse, I am writing to express my company's support as well as my own personal support for the Corp's proposed feasibility study of the Upper Mississippi-Illinois Waterway. As a member of the agribusiness industry, our cooperative is very dependent on the Mississippi River navigational system for timely, dependable, and cost effective delivery of the supplies used by our farmer owners in their farming operations, as well as for the shipment of the grain they produce in their businesses. Additionally, none of the facilities we presently operate have access to shipment by rail, not to mention the fact that rail service can be about as dependable as the weather.

We are also aware of the delays (and added expense) caused by the present inability of the Mississippi Waterway System to handle the quantity of freight required in an efficient, cost effective manner. It would appear that the general public both here and abroad, being at the consumption end of the food chain, are one group bearing much of the present cost of these inefficiencies in the prices they pay for some of their food products. The other major group of people affected in a negative way are the farm producers themselves, who receive less for their production due to the cost of those inefficiencies. If we were able to be more competitive in the global grain market due to reduced costs of transportation, the increased revenues generated by larger volumes of export business could go a long way to help correct things like trade imbalances and budget deficits. Incidentally, it is hard to imagine how using greater quantities of diesel fuel manufactured from ever increasing oil imports (which would be required by shifting the emphasis of midwestern

agricultural commodity transportation from barge to rail and truck) would be of benefit to food consumers, farm producers, the United States' balance of trade, OR THE ENVIRONMENT.

As for the notion that the taxpayers are getting soaked while the barge industry gets a free ride; Who do the people who hold these views think pays for EVERYTHING in this country? Directly OR indirectly, the consumer bears every cost of doing business, be they manufacturing costs, distribution costs, regulatory costs, or whatever. And, as we are taught in high school civics classes, most consumers are also taxpayers.

We very much appreciate the fact that the Army Corps of Engineers chose to utilize inputs from all affected parties prior to reaching a decision on this project. We would appreciate your continued efforts to keep those of us with much at stake in these decisions informed of where the project is headed by way of public briefings and/or written communication.

Sincerely,

A handwritten signature in cursive script that reads "Chuck Peter".

Chuck Peter  
General Manager  
Northeast Farm Service



# UPPER MISSISSIPPI WATERWAY ASSOCIATION

INCORPORATED 1932  
P.O. Box 7006  
St. Paul, Minnesota 55107  
612-776-3108

Dedicated to navigation and sound water resource management.

November 21, 1994

US Army Engineer District, Rock Island  
ATTN: Planning Division (PT-C)  
Clock Tower Building  
PO Box 2004  
Rock Island, Illinois 61204-9908

Reference: Upper Mississippi River - Illinois Waterway System Navigation Study

The Upper Mississippi Waterway Association (UMWA) supports the Upper Mississippi River - Illinois Waterway Navigation System Study. We applaud the objectives of this six-year study which includes an analysis of the Upper Mississippi River navigation capacity needs between now and the year 2050.

It is important to recognize that commercial navigation on the Upper Mississippi River moves a broad range of products to domestic and international markets. The economy of the upper mid-west and the health of our international balance of payments depends upon a reliable and economical navigation system for the annual movement of upwards to 82 million tons of fuel, grain, fertilizers, recycled scrap metals and other bulk commodities from and to facilities along the river system.

The UMWA wants to go on record with several issues we feel should be considered as this Study progresses.

1. Funding of future major improvement projects. Complete reliance upon commercial navigation user charges to assist in the financing of additional lock capacity is a self-defeating effort in that higher user charges will force traffic to other modes of transportation, thereby decreasing the use of the inland waterway system and making the additional lock capacity a victim of inadequate, single-source financing. Commercial navigation already contributes heavily to the Inland Waterway Trust Fund (\$78.6 million in fiscal year 1993) through payment of a tax on fuel. While other users benefit from the waterway, commercial navigation is the only specific user contributing towards the financing of this infrastructure.

2. Cost and benefit allocation analysis prior to any discussion of a user fee structure. While a discussion of funding sources may not be a primary objective of the Study, it must nevertheless be addressed. Past and current presidential administrations endorse the concept that beneficiaries of a program should pay for the benefits received. Cost/benefit analysis must recognize that the primary beneficiaries of the lock and dam infrastructure is society as a

whole, not singular entities such as commercial navigation or the customers they serve. According to a 1994 Price Waterhouse study, tonnage originating or ending on the Upper Mississippi or Illinois Rivers support over 400,000 full and part-time jobs, generate almost \$4 billion in income and over \$11 billion in business revenue throughout the economy. Clearly, this is a benefit to the entire national economy.

3. The river system must be thought of and maintained as a multiple use asset. As a working river, the Mississippi's influence extends far from its shoreline; barge freight rates are responsible for competitive prices of grain, fertilizer, fuel and other commodities in both the domestic and international markets. This pricing process has a direct impact upon the economy of the region and on our nation's balance of payments. The Mississippi River also provides power, drinking water, cooling water, and waste dilution and dispersal. In addition, the year-around water pools established by the lock and dam system makes possible the recreational pursuits of millions of people and supports a magnificent array of fish, birds, plants and wildlife habitat.

4. Increasing recreational demands upon the lock and dam system must continue to be recognized. Even though the lock and dam system was constructed to aid and assist commercial navigation, there are more lockings for recreational boats than for commercial vessels. In the St. Paul District, in 1993 (latest figures available), 52% of the lockings in the upper ten locks were for recreational boats. Since recreational use is increasing faster than commercial use, it may be necessary to modify the lock and dam system, as well as the construction funding schedules, to accommodate increasing recreational use.

5. Missouri River Management Plan.

Decisions made on the management of the Missouri River must recognize that water from the Missouri River watershed is important for maintaining an unrestricted commercial channel through St. Louis and beyond. The loss of 21,000 cfs flow, as proposed by the Missouri River management plan, will reduce the St. Louis gauge by 2 to 5 feet. Loss in water flow will shorten the navigational season at the very time an adequate water flow is needed for movement of the fall grain harvest. Loss in water flow will decrease the reliability of barge transportation because of channel restrictions caused by low water. Loss in water flow will increase navigational costs by increasing transit time to the Gulf, which will ultimately be reflected in higher transportation costs to be borne by all, including farmers, electrical utilities and households.

6. Other Federal Agency initiatives. The progress and results of this Navigation Study must recognize and deal with developing land and water management policies of the Mississippi River Heritage Corridor Study as well as the National Park Service's 72-mile long Mississippi National River and Recreation Area (MNRRA) which runs through Minneapolis/St. Paul, a major origin and destination of many of the commodities transported by barge.

7. Economic significance of barge transportation. According to a 1994 Price Waterhouse study, tonnage originating or ending on the Upper Mississippi and Illinois Rivers support over 400,000 full and part-time jobs, generate almost \$4 billion in income and over \$11 billion in business revenue throughout the economy. These are important jobs in our region, state and local communities which must be safeguarded. The national economy and general public benefit by over \$1 billion in transportation savings because of the viability of the Upper Mississippi and Illinois Rivers. This is contrasted to a federal operation and maintenance cost

of only \$130 million annually. This federal subsidy benefits a whole range of consumers, farmers, towboat companies, utilities, miners, manufacturers, retail stores, suppliers, and others, in every facet of the economy. Additionally, approximately 65% of the US grain exports originate at, or are handled through, grain elevators located along the waterway.

8. Barge transportation and the environment. The Navigation Study must recognize and take official notice of the fuel efficiency and environmental friendliness of barge transportation. We direct your attention to *Environmental Advantages of Inland Barge Transportation, Final Report, US Department of Transportation Maritime Administration, August, 1994*. This document and others, shows that inland barge transportation is upwards to 8 times more fuel efficient than other modes of transportation. Emissions produced by other transportation modes exceed those produced by barges by a factor of up to 19.


Another study, *Environmental Impacts of A modal Shift, Minnesota Department of Transportation, January, 1991*, reviewed the environmental impact of shifting existing barge traffic to rail or truck within 4 commodity corridors. This report states that such a shift would result in annual increases in:

- Fuel use by 826%,
- Exhaust emission by 709%,
- Probable accidents by 5,967%,
- Daily truck traffic increases of 1,333 vehicles in the corridors, and
- The need to dispose of 2,746 truck tires each year.

While the corridors which were the subject of this study are limited to the Minneapolis/Saint Paul area, the environmental consequences of shifting commerce from river to other modes is significant and meaningful for the entire river system.

With a national agenda driven by environmental and energy efficiency concerns, and the efficiency of transportation closely linked to the world-wide availability of energy, policies involving both energy and environmental goals should not be developed in isolation of each other. The use of energy by the different modes of freight transportation is of concern in setting transportation and environmental policy. For the commercial navigation industry, conservation of energy and concern for the environment are factors that are interrelated.

Sincerely,



Robert Kermes

President

Upper Mississippi Waterway Association

1127 Putnam Avenue  
Red Wing, Minnesota 55066

Mr. Kevin Bluhm  
U.S. Army Corps of Engineers  
Clock Tower Building  
P.O. Box 2004  
Rock Island, IL 61204-2004

November 16, 1994

Dear Mr. Bluhm:

In the first round of Navigation Expansion Feasibility Studies Public Meetings back in October of 1993 you promised to answer all of my questions regarding the Navigation Expansion Feasibility Studies. One year later I am still waiting for answers to two of my questions. In case you have misplaced them again, I have retyped them below:

1. The navigation system training structures and Lock and Dams continue to lock the river channel in place and impose an unnatural hydrologic regime on the river. The elimination of the natural forces that once rejuvenated the system have resulted in a loss of structure and function within the floodplain. Why are the Corps Feasibility Studies primarily focused on incremental increases in impacts associated with incremental increases in navigation traffic when the whole riverine ecosystem is facing an ecological collapse due to the more fundamental problem associated with the loss of natural floodplain processes?

2. In my opinion, the Corps is not recognizing the real problems facing the river. The Feasibility Studies will not be conclusive because they ask the wrong questions. It is my understanding that the Corps is adamantly against the completion of a truly Systemic EIS, as required for the project by the National Environmental Protection Act (NEPA). A Systemic EIS should have a baseline condition describing pre-navigation infrastructure and improvement conditions. If the Corps is sincere about its intentions to assess the impacts associated with the current navigation system as well as any proposed future expansion then they would agree to an EIS scoped in this way. Why has the Corps selected the current navigation system as baseline conditions when it will not accurately document the cumulative environmental impacts associated with commercial navigation?

✓ I attended the November 15, 1994 meeting in LaCrosse, Wisconsin and I believe the Corps was negligent for not stating explicitly one of the purposes of the meeting was to fulfill a public involvement obligation under NEPA to help scope the EIS. Therefore, in my opinion, you have not fulfilled your NEPA public involvement obligation.

Because of the length of the meeting (I was there from 7 to 10:30 PM) and my two hour drive home, I had to leave before written and oral questions were answered and EIS scoping issues were discussed. Therefore, I am submitting my comments and issues in writing below:

1. The basic conditions and processes that are essential for sustaining the ecological integrity of the Upper Mississippi River are not well understood. How can the effects of continued or expanded navigation be forecast if these conditions and processes are not well understood? The EIS must determine the basic conditions and processes essential for sustaining the ecological integrity of the Upper Mississippi River and include these costs in the cost/benefit analysis.

2. Has the federal government ever studied the basic transportation needs of the Upper Midwest outside of the context of river navigation? (ie. What is the best public investment in transportation for the long-term considering both ecological and economic sustainability?) Are there other ways to transport or process commodities that are economically sound yet do not damage the rivers' natural resources? The EIS must include an economic and environmental evaluation and cost accounting of bulk commodity transport and processing alternatives.

3. With the loss of coal and wheat to rail transportation, corn and soybeans are the two bulk commodities that drive commercial navigation on the Upper Mississippi River in Minnesota and Wisconsin. What are the forecasts for production and shipping of corn and soybeans in the next 50 years in light of predicted societal changes such as; programs to retire marginal lands, wetlands restoration, the development of alternative crops, value added processing (ie. ethanol), new ways to move bulk commodities, landscape planning, changing export demands and new foreign producers? The EIS must include incremental cost/benefit analysis of major shipping ports under various scenarios to forecast and justify the need for continued navigation subsidies and navigation expansion.

4. With the assistance of private citizens, federal, state and local officials, the EIS must include an evaluation of alternative management plans that will maintain/restore and sustain the ecological integrity of the Upper Mississippi River. The identified alternatives should be evaluated and compared using various techniques including multi-objective operations research methods for decision making.

5. Most of the Locks and Dams are now over 50 years old. At what point will the old cement and wood pilings they are built on need replacing? What does it cost to replace a Lock and Dam on the river? The EIS must take into account lock and dam replacement and other long-term costs of navigation in the cost/benefit analysis.

6. I believe a much larger discussion must take place before investing billions of dollars to expand navigation on the Upper Mississippi River. What we need to be doing as a nation is charting a future for the Midwest's economy that is economically, environmentally and socially sustainable.

In our society today, the federal government pays many Midwest farmers not to grow crops, subsidizes the prices of most crops, pays 100% of lock and dam maintenance and rehabilitation, pays 50% of capital improvements to the navigation system while offering low interest loans and food credits to foreign countries for agricultural products. Due to federal policies promoting some agricultural commodities over others, soil fertility continues to be lost due to erosion and the soil ends up in the river. All the while, the natural river processes and functions which normally rejuvenated the river and moved the sediment through the system have been eliminated or arrested by navigation infrastructure such as wing dams, closing dams, dikes, revetments etc.


The question is not whether we should invest billions of dollars in the expanding navigation but what multi-billion dollar investment of taxpayers money is in the best interest of the nation's economy and environment in the long-term. The EIS must include a review of the federal government's agriculture, transportation and development policies in the Midwest, must identify alternatives and must make a recommendation for the nation's best investment.

As part of the EIS, the economic analysis must include a determination of how much net wealth is actually being generated under current policies and programs, how much the US taxpayers are actually spending to support current policies, who or what is accumulating wealth under the current policies and programs, and who will benefit most from navigation expansion.

Kevin Bluhm  
November 16, 1994  
page 3.

I expect written answers to my questions within 60 days from the date of this letter. If you exceed this deadline you are untimely, unresponsive and not doing your job. I will not accept any answer that says this is outside of the Corps project scope, current authority or interest. The Corps must make it their business because you are answerable to the U.S. citizens. Last night in LaCrosse, and the night before in South St. Paul, the citizens made it emphatically clear that your study, as currently planned and scoped, was not acceptable. I have written my U.S. Senator in regards to the 9-Foot Channel and proposed Navigation Expansion urging him to pull the funding on this pork barrel project.

Sincerely,

  
Scot Johnson  
U.S Citizen and Taxpayer

cc. Colonel James T. Scott, District Engineer, St. Paul District  
Colonel Albert J. Kraus, District Engineer, Rock Island District  
Colonel Thomas C. Suermann, District Engineer, St. Louis District  
Teresa Kirkeeng-Kincaid, Project Manager, Rock Island District

**TESTIMONY**  
**REGARDING THE UPPER MISSISSIPPI RIVER-ILLINOIS RIVER**  
**WATERWAY SYSTEM NAVIGATION STUDY.**

My name is Bobby Miller, and I am Vice-President for Marquette Transportation Company, Inc., based in Paducah, Kentucky. While Marquette and its affiliated companies operate on several river systems in the Eastern United States, our primary area of operation includes the Upper Mississippi-Illinois Waterway.

We strongly support efforts to improve the aging lock and dam system along the Upper Mississippi-Illinois Waterway. This antiquated lock and dam system threatens our competitive position in the world agriculture market. Shipping efficiencies must continue to increase so that the numerous industries that operate in the Midwest can continue to ship their products abroad. It is for these reasons that we urge you to take a global rather than national view when evaluating the feasibility of making navigational improvements to the Upper Mississippi-Illinois Waterway. Thousands of jobs and America's position in the world economy are ultimately at stake.

We at Marquette understand and agree with some of the concerns of persons interested in protecting our environment. It is true the Upper Mississippi-Illinois Waterway is an important wildlife habitat and must remain so. However, some in the environmental community would have you believe that towboats pushing barges are somehow foes of the environment and that the goal of this feasibility study should be to push back the clock and restore the Waterway to its condition prior to the establishment of navigational systems early in this century. In both cases, the environmentalists are dead wrong. You should carefully evaluate the facts surrounding the environmental efficiencies associated with barge transportation. If you do this, we are certain that you will agree that barge transportation is the most environmentally friendly means of transportation currently available. Also, you will find that there is no substitute for this mode of transportation when it comes to large volume commodities.

A towboat pushing 15 loaded barges generates significantly less environmental damage per cargo ton-mile than any other form of transportation currently known to man. And even if these environmental benefits did not exist, how could we transport the Midwest grain crop to market without the use of barges? A standard 15 barge tow hauls the same as 225 "jumbo hopper" railcars and 870 standard truck rigs. (See Exhibit 1 that is attached.) The 15 barge tows that travel down the Upper Mississippi-Illinois Waterway eventually feed into massive tows of 30 barges or more that continue to move south from St. Louis to the Gulf of Mexico. Such sizable loads can only be transported by barge.

While the costs inflicted by traffic delays and maintenance shutdowns are significant with respect to the industries that ship via barge, the costs associated with maintaining the aging system of locks and dams are significant as well. Accordingly, your feasibility study should also evaluate the increased maintenance costs that the Corps of Engineers will incur if no improvements are made.

If our industries in the American Midwest are to remain strong exporters in the world market thereby enhancing America's balance of payments with the rest of the world and strengthening the American economy, then we must join together to modernize the Upper Mississippi-Illinois Waterway as soon as possible. While all modes of transportation pose risks to the environment, barge transportation is by far the most environmentally sound and economically efficient means of transportation.

We applaud your efforts to improve the Upper Mississippi - Illinois River Waterway and ask that you proceed to fairly balance the concerns of the public so that appropriate improvements can begin as soon as possible.


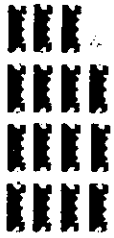

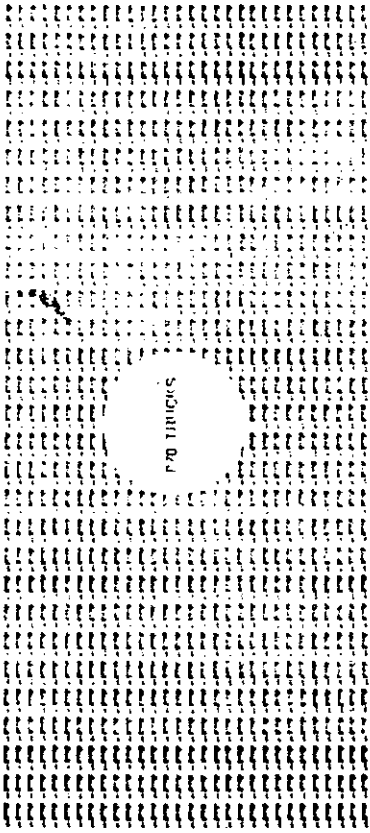
Thank You.



CARGO CAPACITY

				
BARGE	15 BARGE TOW	JUMBO HOPPER CAR	100 CAR UNIT TRAIN	LARGE SEMI
1500 TON	22,500 TON	100 TON	10,000 TON	26 TON
52,500 BUSHEL	787,500 BUSHEL	3,500 BUSHEL	350,000 BUSHEL	910 BUSHEL
453,600 GALLON	6,804,000 GALLON	30,240 GALLON	3,024,000 GALLON	7,885 GALLON

EQUIVALENT UNITS

			
1 BARGE	15 JUMBO HOPPERS	58 TRUCKS	70 TRUCKS

	
1/4 MILE	2 1/4 MILES
15 BARGE TOW	2 1/4 UNIT TRAINS

34 1/2 MILES  
ASSUMING 150 FT.  
BETWEEN TRUCKS



# St. Louis Audubon Society



30

James N. Holsen  
419 E. Argonne Drive  
Kirkwood, Missouri 63122  
(314) 822-0410

15 December 1994

U.S. Army Engineer District, Rock Island  
Attn: Planning Division (PD-C)  
Clock Tower Building  
P.O. Box 2004  
Rock Island, Illinois 61204-9908

Ref.: Upper Mississippi River - Illinois Waterway System Navigation Study; Public Hearing;  
St. Louis, Missouri; 7 November 1994;

## Greetings:

The St. Louis Audubon Society is pleased to have this opportunity to comment on the Navigation Study now underway by the Corps of Engineers.

## 1. Background

The Upper Mississippi stretches over 850 miles from Minneapolis - St. Paul to Cairo. This river has many uses. It is a source of drinking water and of other water supplies for millions of people. It supports recreation, industry, agriculture, power stations, and navigation. The river, with its floodplains, provides a rich ecological heritage, contributing to a biological diversity that we can ill afford to lose. While navigation is an important factor, it is not the only important factor, and not even the most important factor, affecting the well-being of the millions of Americans who live in the Upper Mississippi River basin. Alternative means of transport are available, but we will be hard put to find alternative supplies for the pure surface and ground waters that are essential to life in the Mid-West.

The Mississippi receives pollutants from agricultural activities in the rich Upper Mississippi River basin states and wastes from the urban centers that depend on the river. The Upper Mississippi has been described as on the verge of ecological collapse. But there is still life in Old Man River and it is still far from the disasters represented by certain rivers in other heavily urbanized parts of the world.

To prevent further deterioration, and to prepare for eventual restoration of the river, planning for any expansion in commercial barge capacity and attendant structures must be balanced with a thorough consideration of future environmental requirements.

## **2. Long Range Environmental Studies Are Needed To Support the Navigation Study**

We are concerned that insufficient attention is being given to the environmental studies that must be available to guide and support the navigation study. From the discussion at the public hearing, it appears that proposed environmental studies will be limited to studies of effects expected to occur within relatively short distances upstream and downstream of new structures, such as locks and dams. Environmental impact studies must also take into account the ecological effects of increased barge traffic on adjacent floodplains and wetlands. What are the effects of wakes on turbidity and destruction of shoreline habitat? How do these factors affect aquatic life in the river and wildlife on the shore? How do the same factors affect the ability of wetlands to fulfill their functions for water purification and recharge of groundwater systems? And to what extent does increased barge traffic add to pollution in the river? These and many other questions must be answered.

When these questions were brought up at the hearing, we were told that they would be considered in the Floodplain Management Assessment, also being conducted by the Corps of Engineers. But that does not appear to be true. From the discussion at a subsequent Floodplain Management hearing (15 November), it was apparent that that program will consider only the cost effectiveness of alternative policies for flood damage reduction. No attention will be given to the environmental effects of barge traffic on the river. The public, and the Congress, must have answers to these questions before decisions about funding for enhanced navigation facilities can be made. There are many other environmental questions that must be considered.

## **3. The Navigation Environment Coordinating Committee (NECC) Needs Support**

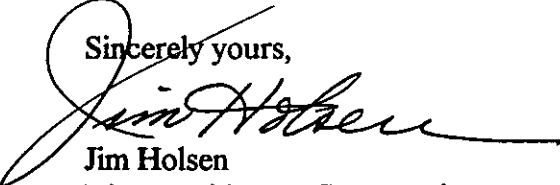
The NECC has asked the Corps to give a better balance to environmental matters when considering the navigation requirements. The committee has recommended a series of environmental studies that they consider necessary to guide the navigation study. These studies are expected to cost from \$20 to \$24 million above the \$9 to \$14 million already made available by the Corps for environmental studies. We urge the Corps to seek the additional funds required to carry out the program recommended by the NECC. It is also important that the environmental studies be completed in a timely manner so that they can guide, rather than follow, the navigation study.

### **Summary**

Barge traffic and the structures necessary to support commercial navigation have a detrimental effect on the ecological qualities that are necessary for a healthy river environment. Any proposal for enhanced navigation facilities that will accommodate a higher capacity for barge traffic on the Mississippi River must be supported by environmental studies in sufficient detail to demonstrate that remedial measures can be taken to prevent additional damage to the river ecology. These environmental studies must consider the effects of barge traffic on the ecology of the river system as a whole in addition to those effects expected to occur in the immediate vicinity of specific structures.

The Corps has created a Navigation Environment Coordinating Committee which has made specific recommendations for those environmental studies that are necessary to support the navigation study. The Corps should fully fund the proposed studies. The environmental studies must be conducted in a timely manner so that they can be available to guide the navigation study.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Jim Holsen". The signature is fluid and cursive, with a large initial "J" and a long horizontal stroke at the end.

Jim Holsen

Vice President -- Conservation

## **APPENDIX F**

### **ADDITIONAL COMMENTS (EVALUATION FORM)**

**ST. LOUIS, MISSOURI**

## ST. LOUIS, MISSOURI

Presentation too fast to get information. Pie chart slides lasted 1 1/2 seconds.

Need more hard information -- in writing.

Need opportunity for access to study while in progress.

Needs wider exposure to public to get more public input.

Say on the mike when there is only a minute left. Didn't see the sign.

As a shipper, I know that alternative modes of transportation are far more expensive than water transportation.

Found it informational.

I think we all really need this in completed form. It will help us all.

More written materials might be helpful for people to understand the benefits of navigation, and the scope of the study.

Please strongly consider the potential tonnage increase related to NAFTA as related by the MARAD Maritime Avenue of the Americas Study.

Would have appreciated some of the information shown on slides on paper in our handout packets. Perhaps an overall timeline of the nav study, a chart of how all the work groups fit into the process (W/NECC and Gov. liaison committee, etc.).

Next meetings do not let only a small number of people monopolize the question and answer period!

Most comments were by people who already have their minds made up about the end results.

Corps is defensive and not very open. Articulate yes.

Bring all agricultural levees up to the industrial levee standard. Begin an aggressive public affairs community relations program to improve the Corps' image in Monroe and Randolph counties in Illinois. Locals suspect Corps' sabotage in levee breaks to spare St. Louis.

Very excellent presentation and very good set-up. Keep charging hard and I hope you can validate the cost/benefit analysis to justify the needed information for UMRS in the future. You are a great team -- Keep charging.

Appreciate notification of media about this meeting.

Some of the slides with graphs, charts and numbers were not on screen long enough to read.

This meeting was informative about the waterways. But I feel that it was very negative information. I feel the information received is a monopoly of the way things are done.



**PEORIA, ILLINOIS**

## PEORIA, ILLINOIS

I am looking forward to more detailed information in the coming year.

I would like to see information by the Corps regarding short term improvements and operating changes.

I believe you should improve your locks if need be. Barge transportation is needed in mid America. Don't speed boats erode river banks? Our grain goes by barge. The fertilizer we use on our farm comes by barge. Most of the accidents on the river are careless boaters. I am a farmer. We have a hard time to meet all EPA standards. Then they change their rules.

Synopsise and use the information, statements, and questions gained. Provide much more concrete information.

I was disappointed that there were no fact sheets or proposal sheets that identify what COE is proposing in these "improvements." It doesn't have to be a set in stone plan but a listing of what is being looked at, e.g. expansion in actual feet of a dam at Peoria. Costs are not needed at this time to provide such a list but would show that the COE is brainstorming this issue. The public could better provide input if we are provided with information that is being considered.

Lets save the river from silt closure! We seem to "cow-tow" to the barge companies use and forget the public use aspect at all. Take some of this money and repair existing problems with all the locks and dams. I just can not see this waste of money.

River and tributaries - dredging, penning silt to the farmlands - no till law - no till within five miles of any major waterway - two mile of any tributaries - fines to go dredging?

Why doesn't the Corps enlist the assistance of another federal agency, the USDA-Soil Conservation Service to cut the amount of sedimentation eroding into the Illinois Waterways? Streambank erosion results in annual dredging at the confluence of the Mackinaw, the Sangamon, the Illinois, the Mississippi, etc. Hold SCS accountable for keeping soil out of the creeks and feeder streams -- and cut the costs of annual maintenance dredging costs.

Bad date (election day) many people probably didn't attend. No concrete data/results up to now.



**CHICAGO, ILLINOIS**

## **CHICAGO, ILLINOIS**

What impact is anticipated on other modes etc rail, trucks, pipeline etc. ...If ocean going vessels are premitted-and a major spill or collision would occur- who is going to 1) clean it up, 2) take care of the drinking water problems, 3) why give foreign nations this access?



**DAVENPORT, IOWA**

## DAVENPORT, IOWA

I hope your newsletter will be brief but concise pertaining to the proposals to preserve fish and wildlife backwaters. Please keep us up to date.

Arthur Murry couldn't dance any better than you.

Ken and Bob come across with confidence. Very good.

I don't have a firm grasp of "the project" as presented by the Corps personnel. Introductory statements were too general and provided too few details for a firm understanding of what the Corps wants to do.

I wish we could have been aware of NECC meetings prior to this meeting. Hope more PR is done on the various committee meetings. Also - are libraries receiving the newsletters? These meetings are important and valuable. Keep having them.

Will any of this mean anything, or will the Corps act on what it wants to do anyway?

Incremental effects approach of environmental studies begs the question.

Navigation is important to the economics of the Midwest. We must try to improve navigation on the river but we must also keep in mind the environmental impact on the river. We must provide for water that is safe for drinking. There must be consideration of siltation in the backwaters and side channels. We need better management of the river.

This helped dispel some of the rumors about the plan and study. Thank you.

Appreciate your program format. Hopefully you will be able to provide us with some of your preliminary findings in the near future. These will allow for a needed understanding of your direction and course.

This looks like a single interest study and the taxpayers are being billed. The dog and pony show is a cover up.

The economics of recreation need to be studied also.

More environmental activities studies.

More environmental studies.

I think there should be more opportunity for public comment - we know what your objective is but there should be more public input. My personal input is this is over dollars and cents and is overlooking the long-term effect. By the time this project is complete our grandchildren will pay for this misuse of the river.



If we could somehow get an economical and environmental benefit from further work by the Corps great. But looks to me like the barge companies are the big winners. The great river is dying a rapid death by siltation and pollution. Lets leave something worthwhile for our future generations.

It was a little humiliating in a subtle psychological way that written questions were collected way before we were presented with any information, then when the questions were read and "answered," it was implied that the questions were stupid.

I heard too many standard COE answers - e.g. dredge spoil isn't really considered to be sent inland as indicated - it's dumped at the COE's economic choice; The Rock Island District COE hasn't demonstrated much interest in the long term disposal planning as indicated.

Get a better public affairs officer.

The conduct of the meeting was excellent with an excellent level of expertise for information statements and responding to questions. We appreciate this meeting after the harvest season and request the early summer meeting be held after spring planting.

Very good job.

**SOUTH ST. PAUL, MINNESOTA**

## SOUTH ST. PAUL, MINNESOTA

Very good presentation and summary by Corps of Engineers.

The study covers mainly navigational aspects at the lock and dam structures. Any improvements at those points will affect navigation at other "bottle neck" areas - notably at critical bridge passages, river bends, and other limiting structures - many of which are natural and part of the threatened ecosystem. These points of the environment are certainly as important as economics to grain and fossil fuel transportation.

The use of a cardstock, pocketfolio for 3 sheets of paper is an irresponsible use of budget and resources. Get real!

The presentation by the project manager was biased toward the expansion. She cited industry-provided studies about the low cost of navigation but did not balance this with other studies to refute this claim. If the ecological part of the study is about 30%, why not talk about environmental costs of 9 ft. channel as it exists now. Factor environmental costs of proposed expansion, an environmental study without looking at the many effects on the river by the lock and dam system is an inherently flawed study.

It is of utmost importance to evaluate the effect of the 9' channel on the environment of the Mississippi prior to development of channel enhancement. This is important from the standpoints of limited funds, potential of ecosystem collapse and accelerated deterioration from enhancements.

Corps seemed to come on strong in favor of increased traffic before study is completed. Environmental study is poorly planned.

It seemed clear that the general concern of meeting participants was the decline of the ecosystem...Not traffic congestion!!! How will the scoping and future planning be changed to reflect these concerns. It seems that the COE does a good job of listening but never hears!

Suggest you give questions to panel during first part of meeting (presentations) so panelists can review them ahead of time. Dr. Sweeney was very vague with his answers/questions - P.S. His last 1/2 hour of answers were very good.

Presentation seemed geared to justification of the study and justification to expand the economic use of the river, not a study that addresses what is best for the taxpayers or the environment and the answers to the questions seemed to defend that. This also seems to be borne out by these public inputs at the second stage of planning - not the first stage. The results seem to be a foregone conclusion. A study is needed, but this is the wrong study...studying the wrong basis. An independent evaluation is absolutely necessary for any credibility.

Kevin, Ken and Don gave "people related" answers; they are good communicators; Teresa and Denny were not good communicators. As the meeting went on, Denny's answers got better.

I would like to hear a comparison of different subsidy systems for different transport modes (air, rail, road), beyond physical construction (i.e., U.S. Coast Guard, IAA, Railroad Retirement). Kevin gets a gold star for recycling.

Last answer by "Dr." Don -- It makes sense, if the system is in place, to push through as much tonnage as economically possible (paraphrased) Notice - no mention of damage to ecosystem!

Most of the responses appeared to justify what COE has already decided to do. Attitude did not seem to be open to modify based on comments.

If COE has a proposal to expand environmental studies, appears that these should have been presented in an organized presentation, not brought out by questions. Too important to handle this way. Is study considering reduction of delays by allocating lock space for given times? Air traffic control during rush hour is analogous.

Needed open comment period at end -- not just open questions -- chance for people to comment after hearing all the presentations and to recommend scope for EIS. Big flaw, Kevin.

Need cost analysis for shoreline, wing dam and closing dam revettments must include current need resulting from past management. Why is the current deficit of shoreline O&M resulting from 55 years of navigation under a pooled river condition.

Systemic EIS must evaluate cumulative impacts since initiation of the pooled river system.

Thank you for a well organized and professionally formatted opportunity to learn and discuss the topic at hand. I do have many questions and comments and points of discussion and look forward to future meetings and input. Unfortunate for the COE, at this point, my feelings and input are negative to this project.

Please consider those comments concerning impacts to natural resources beyond incremental impacts.

Good meeting - difficult questions. Well organized meeting. You need to determine how to address the outstanding environmental issues not covered by the navigation study.

If the current system is arguably, not sustainable, how can we spend this kind of money to further disturb the system without addressing its current health. The Corps function seems to be evaluation and maintenance of a dam system, no expansion of a dam system, that is detrimental to the health of the river to begin with. We shouldn't be considering increased traffic if the river is showing ill effects from past and present traffic.

It appears that direction for the scope of study conflicts with broad-based scoping and decision making required through the NEPA regulations. It also appears that the scope of looking at system wide and site specific improvements has put the "cart before the horse" by not: (1) identifying the need for the system - now and in the future (2) considering other alternatives (site and system) such as no-build, alternative/combined locations and possible removal of site or system components.

Well done!

Presentations were more offensive than informative. Planning has all the earmarks of the Corps natural (tendency) toward building an empire for itself by building more projects to create a need and constituency.

They listened but will they respond?



**LA CROSSE, WISCONSIN**

## LA CROSSE, WISCONSIN

No further study necessary - manage the backwater and shorelines. The barge companies have little respect for small users of the river. Improve the fishing habitat and aquatic plants etc.

It was a very interesting meeting - the Corps provided an opportunity for everyone to speak. However, whether or not the Corps is open to input will remain to be seen.

I hope you listen to what the speakers said in terms of environmental consequences of your proposal. Study design, etc. You have your work cut out for you after hearing what (public) speakers had to offer!

Information presented by USCOE was far too superficial to view it as anything but a PR effort aimed at non-thinking public. No comprehensive information was available.

The panel (while I was there) had no opportunity to respond. Listening also suggests that any objections to this study or project will not be open for input.

The Corps should not be evaluating it's own studies. The academic model and many industry models require non-biased, outside reviewers and critiques -- any credible study by the Corps should follow these models!

Barge traffic is destroying the river. They are too large and ruin the shoreline and habitat of fish and wildlife.

The river should not be changed anymore! We do not want a ditch! The river was here before 1200 foot barges, let it live! Economic issues should be secondary to environmental ones.

The Cargill's (grain brokers) of the world seem to be calling the shots where the money is being spent on the Mississippi. It appears the Army Corps is being mandated to support commercial navigation at the expense of fish and wildlife and recreational use of the Mississippi.

When I hear the state DNR's and Federal Fish & Wildlife Service (oppose) the Corps study and intent, (I) get confused. I've never yet seen a government agency satisfy the general public in total but it seems to me very little of this public is being satisfied by this study. This study appears to be a make work program for the Corps.

I would think that the Corps needs to be less arrogant and work cooperatively with the environmentalists to reclaim the river, its fish and flora and fauna and find the balances between navigation and the environment. What I hear tonight is that the Corps ignores the environmentalists and goes their merry way. If you do indeed have a "death grip" on the river let go, or wear a velvet glove over your iron fist.



The river should be managed for recreational and commercial use. Money spent to make 1200' locks would bet better spent to repair the damage done by erosion and the silting in the backwater.

Read in paper but wrong data was published. Need earlier to correct meeting information. Thank you for this opportunity. Sorry for rudeness, but let's project our fragile, Mississippi River ecosystem.

Is the Corps listening!

Your evaluation questions do not provide you with my idea of what people are thinking. They are worded in such a way that the strong negative feelings and beliefs expressed at the meeting are not documented. This is a slick form of propoganda. What is the message from the meeting -- take your expansion plans and throw them in the trash. Start working for the real issue of restoring ecological integrity to the riverine ecosystem.

Intercom background music was distracting. Slides with print zipped by too fast. Room to warm. Heard comments that presentations were intended to bore us to death. Do you listen to all the negative feelings here, feed them into your feasibility study and make the obvious conclusion - the public speaks loud and clear - NO.

Start your baseline study at zero dams where it should be started. Where's the peer pressure review? You must have something to hide, otherwise you'd allow an outside look. The Corps has a bad track record, this is like allowing a pedophile to run a day care center.

Start earlier on next meeting. You will never change the ideas that some have no matter what you say - constant opposition. Suggest opening up an alternative public input process i.e., written comments and forget about public meetings. Keep up the good work on the studies!

Very informative.

The intent of the public involvement process is not only to hear the publics opinions but to heed them. You are a public service organization.

I'm a member of the Engineering Study Committee.

Needs more information regarding environmental damage. More true evaluation regarding accurate cost and who pays.

Most people speaking here have no idea of impact the lock and dam system has. It must be maintained.

The questions raised today make evaluate what real reasons we should possibly address about the whole picture!

The Corps study would appear to be very thorough. The Corps was very patient with a one-sided crowd.

Corps had better get their act together and let the people be the judge and not them on all the spending and ruining the environment.

It is time to drop the study and start over on an even playing field. Give equal weight to environmental and economic concerns - it will be an economic gain for the region.

Listen to the public. This cost is too high to justify. Look at alternatives to current shipping to improve the barges as they exist. Don't increase anything.

Slow down large private craft on this river, erosion of the banks is very considerable.

Is your mind already made up? Do these meetings mean anything?

Corps of Engineers did not cover what effect these studies/projects would have on private property in the center of the Mississippi River.

I would appreciate your entering into the record the attached comment. (No comment attached)

It's time to stop the corporate welfare programs like this.

Kevin, the least host for COE seems reluctant to trust the audience. Trouble with the mike clearly made it necessary for him to yield the rostrum mike. He was reluctant to do so, perhaps for fear of losing control. Lighten up, Kevin, the crowd isn't going to take over the meeting!

I feel this study is just for show. The Corps is going ahead no matter what.

We have a concern on the sediment which is flowing down the Chippewa into the Mississippi River.

The Chippewa River needs bank work to keep sediment out of the Mississippi.

I don't want the Mississippi River to be controlled by one industry. Need to maintain and bring back what we had. The river is dying faster than the average person knows. Need to riprap to banks to hold the island and land from being deteriorating. Need better managing before we go ahead with larger locks and dams.

No more barge traffic! Too much shoreline erosion already!! Turning the river into a canal. Move the channel markers further away from the shoreline!

Only can emphasize the importance of distorted impact studies on the entire ecosystem before any plans are put into motion.

If there is an adverse effect on fish and wildlife nothing is being looked at under the economic study on the effects of tourism of industry and small businesses who benefit from the sales of boats, fishing and hunting equipment.

The Corps has a long way to go to prove need for proposing changes to the navigation channel.

This meeting is a part of the NEPA planning process. Unless the information from this meeting is considered and acted on during the next 4 1/2 years then I don't believe that this meeting can truly meet the requirements of NEPA. In plain words the Corps must act on this public input.

I believe these meetings are just a formality and our opinions mean nothing. You are currently spending our tax money on engineering for a project that has not yet been determined to be feasible.

It is not clear how UMR - IWW study was initiated. Was it directed by Congress or is a project initiated by the Corps of Engineers? This is not made clear in the materials provided. If the Corps of Engineers is doing an objective study, it should not be touting the benefits of commercial traffic as it does in the opening paragraph of the yellow sheet in the info packet.

In my opinion the Corps is not concerned with the Mississippi River's environment. We need to protect what we have. Spend money on habitat improvement not navigation. The Corps seems to be more interested in pork spending than in realistic and sensible policy.

Speakers for formal presentations were well prepared - visual aids were good. Did a reasonably good job of fielding questions. Should mandate no smoking at meetings!! Put address and deadline for written comments on each piece of handout.

From what I heard tonight, expansion of navigation is not economically justifiable. In fact it may be more appropriate to start planning to dismantle the lock and dam system. It is imperative that an independent economic evaluation of the need for any expanded navigation system be done.

Evaluation questions are skewed for positive responses.

Presentations should have included more background information - i.e., user fees, O&M, etc. Several of the questions asked were previously raised by government agencies, therefore these types of questions that might be asked should have been anticipated and addressed in opening statements.

Don't forget people are inhabitants too on the river. We have lived there for more than 40 years! And our river bank is slowly eroding into the Mississippi River. Barge traffic, large boat traffic and channel markers too close to shore is destroying the river banks.

**DUBUQUE, IOWA**

## DUBUQUE, IOWA

I hope this doesn't end up like a highway meeting that I went to. Where they listen then plan what they wanted to do in the first place. Railroads with new 5000 hp engines could do a lot to ease the load on the rivers.

The least costly form of transportation is a steel wheel on a steel rail! The railroads have forgotten they were in the freight business - get the bean counters out.

Just hope their meetings are not just a sham when the people furnishing PAC money to Congress has already decided the issue.

My primary concern is the timeline. Existing studies from the Master Plan and mussel studies have been going on for more than 4 years without answering the basic question!

You have a greatly improved format for the public input -- now please improve the COE listening skills.

The meeting was held in a very open atmosphere and was glad I attended.

I think Corps should advertise the "public" aspects of these meetings a little better because notice was poor.

I am a city of Dubuque environmental stewardship com. member. We did not know about this meeting very much in advance. More advanced and more printed notice, I think should be mandatory. I am also a biology major and I think this all stinks.

If in Theresa's report there was delays on only two locks, why in the hell are we messing with all of them? Isn't this the issue or what is it that we are spending 39 million? Why is traffic increasing, barge traffic?

Need a larger room. Need to open up and let organization set up a booth outside the meeting room to pass out information. Our elected officials need to be available. Put the study in a usable database with SGML tags and put on the World Wide Web.

It is obvious that the study is biased by emphasizing the needs of commercial navigation. Results from LTRM studies under the Mississippi Master Plan must be in hand before further improvements are considered.

Questions did not seem to be taken seriously!

I am very glad I came. I was against increased barge traffic before - but I'm more so now. In Illinois we are studying a limited access highway through scenic JoDavies County. We are trying to fight that and I sense the same frustration here at this meeting - as we do. Why aren't the people listened to? How do you MITIGATE at the expense of the river?

Question and answer period should be open for verbal comments instead of written.

Many of the engineers input to questions were vague, avoiding direct answers.

95% of the people at this meeting were opposed to the plan. If this percentage is similar at other meetings - would that settle the plan? The people have spoken - listen to them!!!

We'll see if this actually makes any difference or if it's simply a panacea to keep the public duped. Those of use who attended know what the percent response for and against was and that can't be ignored.

My (eyes?) have open(ed?).

This is all fine, but what prevents the bureaucracy of the Corps from taking seriously considering these comments and given an equal footing to fish and wildlife concerns.

Just one question - if the majority says no do you ignore these comments?

The Corps simply said it was doing a study, and did not address the issues raised.

I beg of you to listen to what the people said tonight. The proposal is not acceptable to the vast majority. Listen with your heart - not the pocket book. The river is not a paved highway but a source of life to the people, flora and fauna. Thank you.

The above was provided but will the input of the presenters be really considered. If as a whole there is significant resistance, then how can the project be justified?

I believe the environmental portion of the study is not adequate. Attention needs to be given to the organisms that are existing within the ecosystem. I.E., fish, flora, etc.

No I understand the comment "the basses are asses."

I came to the meeting in favor of barge traffic. I left the meeting in mild disagreement.

How does one get the specifics?

I agree with the Corps.

Short of packets.

It would have been helpful if meeting format could have been presented in media notification to allow individuals and organizations time to prepare adequate statements.

Development in third world countries is going to decrease our need for future agricultural products shipments. Why expand the lock system?

Corps presentation good bureaucracy put them to sleep. Rest of meeting much more informative.

I think most of the people don't fully understand the impact of the lock and dam systems. I'm for improving them.

Enough is enough, lets take care of the existing equipment and environment and clean things up. We do not need to spend this kind of money to subsidize the barging industry, with a study for something that isn't needed.

Hope you don't take the negative comments personally! Thanks.

The opportunity to gain information and understanding is probably not available in a public meeting format. The information is available and I appreciate this.

The statements you "listened" to should tell you that the people know what's good for the nation - not the other way. "Big Brother" attitude isn't the rule of the day.

Get a microphone that works. It is a bad situation when the Corps has all this money for a study but can't by a microphone that works. And please learn to use the word sportsman. As Mr. Rogers says "can you say sportsman, sure you can!" I even challenge you to use the word in this study and define regional economic impacts.

Please hold these meetings at a time that avoids seasonal peak work periods for farmers.

Please listen to the people!

I learned more from the crowd input than I did from the Corps of Engineers.

According to Tom Boling, our local DNR has made previous input to the Corps, years ago, but went totally ignored.

United States is in continual growth - the waterway needs continual improvements.

The Corps has listened before and went ahead with plans as usual - I would hope just once the Corps would please listen!!

Does money say it is right to do something wrong? Is there fish that float right side up in the Mississippi River? When will Corps straighten curves in the Mississippi River? What would the Indians think about the Corps proposal? As the urban sprawl comes to a standstill, will increased pondage cause the river to run dry after running over? Will that be the end of time? Where does the silt originate from. You need to do more research on this subject. I see a lot of ground being developed but not farmed so I think that developers and realtors are the source of silt, this is raping of agricultural land just like their lack of responsibility with the Corps help.

I do not want the money spent on locks and dams.

It seems most people question 'why.' Use of the Mississippi River would damage lives for generations. Railroads seem more economical. New format for questions is needed.

COE primary concern is for barge traffic. Not to maintain a (host?) of fishing, hunting, birds and total (list?) of improvements on the river. Is this another government plan to say we know what's best for you? You have no idea what Mr. (?) of what we need.

Many reservations were expressed about major expenditures for barge shipping and the effects which may be detrimental to our river. Please give us, and our children, grandchildren, etc. the ability to appreciate the river in future years - as we have had in the past. Please weigh those concerns before final commitment. Thanks.

What will happen to this input? I strongly disagree that this meeting will provide a gain for anyone but the barge companies. Leave the river alone.

Side channels and backwaters should be restored as much as possible.

If you had 100,000 bushels of grain, which is cheaper to ship on - barges or trains? Which methods pays it's own way for the least tax dollar support. If grain can't get down the river quickly, won't demand out number the supply? Doesn't this increase farm prices?

With such a short amount of time between the time in the paper, it was impossible to prepare a comprehensive response to this annihilation to our Mississippi River ecology and opportunities for sportsmen. It appears the Corps of Engineers has approached this project as an inevitable project.

The people do not trust the Corps. They have been screwed over too many times by the Corps. Always 99% do not want Corps involvement yet they are always there to screw up the rivers.

I hope you will keep the public aware of developments as they develop so we can stay abreast of this situation and have the ability to have input.

Stop the water system.

Has the 50 year plan on the Missouri River come close to economic expectations?

Corps of Engineers should support continuation of Conservation Resource Program to minimize soil erosion which directly impacts backwater siltation. Provide more money to state S.C.S.

If past public forums I have attended with the Corps are used to judge the openness of the Corps to public input, I would have to say there is no apparent ability to influence its decision-making process. I do applaud you for providing this well-publicized forum.

Will the obvious opposition to expansion do anything to stop it? You have decided to do it, haven't you?



98% do not believe their concerns will be addressed.

I do not know if they truly listen to people who put food on their table.

Corps had the strongest stand. I got the feeling it is all ready set to do as they want to.

Explanation of huge planning process confused public and distracted from purpose of meeting.

I was very pleased about the way everybody had a chance to speak their views - in all forms. I just hope that these views are taken into consideration.

The 5 questions if meant to be the important questions that should be asked of us, totally flunk. Advance of content presented and data needed or not covered are grossly lacking.

I feel your mind is already made up. This is just a PR ploy.

The Corps should also look into the flood problems we will have with the silt problem in the backwaters.

Appear to be trying to cover all the bases - including environmental and general population impact.

Be sure to listen to majority of people attending these meetings. They DO NOT want larger dams! Let's try improving the quality of the river.

Main concern of public comments was increased sedimentation, and assumed that increased commercial traffic would contribute to increased sedimentation - is this so?

Is there any "think tank" type work being done to develop new transportation technology?  
Are there other alternatives for moving bulk products that could use the river corridor more efficiently with fewer negative environmental consequences?



**DES MOINES, IOWA**

## DES MOINES, IOWA

Good job COE.

We appreciate the opportunity for further public involvement at meetings next spring or summer. Please consider spring planting and agribusiness seasonal peaks as you plan your meeting dates, so agricultural interests may attend. Corps was very well organized and meeting was very informative. Thank you.

Speed through slides did not allow extensive note taking, but I understand the need to expediate.

The presentation was very informative.

The whole ecosystem impacts of river manipulation, management, and flood control should be evaluated economically as one. The impacts of channel dredging, flood control structures, and navigation structures are related. These economic costs should be reflected in average shipping costs.

All references, projections, comments concentrated on the economics, the shipping, use of the river as a "transportation mode" the river is not a "mode," it is a living (hopefully not a dying) ecosystem. I am at least encouraged by frequent mentions of lower cost modifications and small scale improvements.

For the cost of the packet, it could have included more information and maps on the areas being studied. The only map of the project is on the cover of the packet. It basically contained one sheet of paper with minimal information.

Speakers need to speak louder. Could only hear part of what was said.

As an interested citizen - very informative!

